ADMINISTRATION REPORT OF CIVIL WORKS

OF THE

PUBLIC WORKS DEPARTMENT,

(GENERAL BRANCH),

BOMBAY PRESIDENCY,

FOR THE YEAR

1889-90.

Bx f-11

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1890.

day of the official year. Details regarding these projects will be found in the report under the proper head; but it may be here again mentioned that the whole of the cost of the first named institution is to be met from a donation of Rs. 75,000 made by Mr. Framjee Dinshaw Petit, and that the site for the Pasteur Laboratory was provided as a free gift by his father, Sir Dinshaw Maneckji Petit, Bart.

6. The operations of the year include the first step in another important project—the construction of a new Central Jail for Bombay. The recommendation that the House of Correction and Jail should be removed from their present sites, which originated with the Extension Committee, was considered and reported on by an official committee during the year, and, on their recommendation, steps were taken for the acquisition of a new site for the purposes of a combined central jail and workhouse at Parel. Plans and estimates for the necessary buildings are under preparation; and the proceedings during the year were restricted to preliminary arrangements for the acquisition of the land.

7. The progress made in meeting requirements for accommodation of the offices of the Revenue Department at the several collectorate and táluka head-quarters, and for District and Subordinate Judges' Courts throughout the Presidency, will be found recorded in detail under the several heads concerned. Besides the new Revenue offices at Broach, additional record accommodation was provided for the Collectors' kacheris at Belgaum and Karáchi, and certain additions were made, or are in progress, to the Commissioner's office at Karáchi, and the Collector's kacheri at Ahmedabad. New kacheris were completed or are in progress at the head-quarters of 13 tálukas. Additions and alterations were completed or are in progress to the existing kacheries at six other places. The Court-house for the District Judge at Kárwár was completed, and Court-houses for Subordinate Judges at four stations were completed or are in progress.

8. Very considerable progress was also made with the extension of Communications, Rs. 6⅔ lákhs having been spent on new roads and the improvement of existing lines. The roads in question were principally either railway feeders, or roads designed to open up inaccessible forest tracts. One of the most important works commenced during the year was the reconstruction of the bridge across the Sábarmati river at Ahmedabad. The new structure is to be of iron, and to consist of 14 spans of 101′ 6″ each. One-third of the cost, which is estimated at Rs. 4½ lákhs, is to be provided by contribution from the Local Board, Municipality, and public subscriptions from the zamindárs and others interested. The large iron bridge over the Dhadhar river in the Broach Collectorate, consisting of 4 spans of 92½ feet each, has been completed, except the flooring, and will be opened for traffic by the fair season.

9. Under Miscellaneous Public Improvements, the Ahmedabad water-works, the Surat protective works, and the Dhulia water-supply works, all important projects of municipal improvement, may be specially mentioned. The Ahmedabad water-works, estimated to cost nearly Rs. 8 lákhs (revised estimate), were commenced at the close of the previous year, and, pending the arrival of the pipes and machinery indented for from England, progress was restricted to the head-works at the source of supply, on the left bank of the Sábarmati river. The Surat protective works, designed to protect parts of the city from inundation during high floods in the Tápti river, are estimated to cost nearly Rs. 2 lákhs, and have made considerable progress. The progress made with the Dhulia water-supply works is recorded in the Irrigation Administration Report, the work being under an Irrigation officer. The scheme is a satisfactory one, and will afford a plentiful supply (24 gallons per head), at a total cost of Rs. 2,90,371.

10. The report for the last year dwelt at some length on the effect of the measures taken in the previous three years for economizing Establishment charges. The actual cost of the establishments of all classes in 1889-90 was Rs. 19,10,321, as compared with Rs. 18,79,949 in 1888-89, Rs. 19,39,361 in 1887-88, and Rs. 20,91,638 in 1886-87. The figures for 1889-90 show an increase of Rs. 30,372, as compared with 1888-89, and a decrease of Rs. 29,040 as compared with 1887-88, and Rs. 1,81,317 as compared with 1886-87. The increase as compared with the previous year is chiefly due to the formation of an additional executive charge, and to the return of officers from furlough.

11. The total outlay under all heads, including Irrigation, during the year, amounted to Rs. 93,53,212; of this Rs. 72,57,620 were expended on Works and Repairs, and the establishment charge thus amounted to 26·3 per cent., as compared with 27·6 per cent. in 1888-89. Omitting the Barrack Department outlay, which necessarily comprises a large share of establishment in proportion to expenditure on supplies, and also omitting Irrigation establishment and outlay, which must be disregarded unless the revenue is also taken into account, the comparison stands as follows:—

	Rs.
Outlay on works and repairs	50,53,445
Cost of establishment	12,25,149
Percentage	24·2
The percentage in 1888-89 was	25·6

12. For facility of comparison the following statement is given, showing the outlay on works and repairs by Executive Divisions during the year:—

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Division.	Executive Charges.	Area in square miles.	Outlay on Works and Repairs, 1889-90. Provincial including Contribution.	Local.	Imperial. Military.	Civil Works.	Irrigation.	Total.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Chief Engineer, Northern Division.	Executive Engineer, Presidency	...	7,63,060	55	22,067	40,955	...	8,26,137
	Architectural Executive Engineer and Surveyor.	...	...	...	...	...	...	...
	Executive Engineer, Military Works, Bombay ...	...	...	...	3,23,863	...	...	3,23,863
	Do. Ahmedabad (including Bhuj)	8,821	1,15,118	97,395	39,297	22,097	28,636	3,02,543
	Do. Surat and Broach ...	3,115	1,23,124	1,20,911	1,508	3,454	28,646	2,77,643
	Do. Kaira and Panch Mahâls ...	3,221	76,965	1,13,673	8,981	2,139	495	2,02,253
	Do. Thâna	4,242	1,22,582	72,403	3,099	5,899	...	2,03,983
	Total ...	14,399	12,00,849	4,04,437	3,98,815	74,544	57,777	21,36,422
Superintending Engineer, Central Division.	Executive Engineer, Poona and Kirkee ...	5,347	22,015	206	2,65,879	...	...	2,88,100
	Do. Poona District		2,56,383	65,844	17,266	1,078	...	3,40,571
	Do. Poona Irrigation ...		706	285	18,309	...	56,247	75,547
	Do. Nira Canal		...	62	...	...	2,35,577	2,35,639
	Do. Násik	5,940	50,824	28,338	...	561	22,321	1,02,044
	Do. Ahmednagar	6,666	1,14,381	66,832	78,506	169	12,513	2,72,401
	Do. Khándesh	9,943	1,91,294	1,10,197	4,395	1,518	...	3,07,404
	Do. Khándesh Irrigation ...	...	...	28,943	...	...	52,757	81,700
	Do. Sholápur	4,521	60,880	36,338	600	315	25,888	1,24,021
	Total ...	32,417	6,96,483	3,37,045	3,84,955	3,641	4,05,303	18,27,427
Chief Engineer, Southern Division.	Executive Engineer, Sátára	4,987	1,15,446	72,886	27,483	1,145	33,623	2,50,583
	Do. Bijápur	5,757	66,905	23,830	...	8,042	3,619	1,02,396
	Do. Belgaum	4,656	1,76,958	26,039	43,216	823	...	2,47,036
	Do. Dhárwár	4,534	1,43,070	76,044	611	545	...	2,20,870
	Do. Belgaum and Dhárwár Irrigation		...	616	...	...	2,32,691	2,33,307
	Do. Kánara	3,910	1,35,877	9,059	...	1,258	18	1,46,212
	Do. Ratnágiri and Kolába ...	5,418	1,76,363	21,742	277	3,667	501	2,02,550
	Total ...	29,262	8,14,619	2,30,616	71,587	15,480	2,70,452	14,02,954
Superintending Engineer in Sind.	Executive Engineer, Lower and Central Sind ...	...	48	...	1,02,515	3,597	...	*1,06,160
	Do. Eastern Nára	3,500	11,707	1,344	...	243	1,07,807	1,21,101
	Do. Fuleli Canals	3,387	16,716	...	...	633	2,62,424	2,79,773
	Do. Hyderabad Canals ...	5,660	33,385	214	...	663	2,31,250	2,65,512
	Do. Karáchi Canals... ...	6,865	37,331	6,685	92	6,976	1,74,212	2,25,296
	Do. Ghár Canals	3,800	6,092	26,573	...	745	2,78,810	3,12,220
	Do. Begári Canals	2,514	5,017	6,203	543	883	2,49,469	2,61,615
	Do. Shikárpur Canals ...	3,700	19,822	6,466	285	5,622	89,643	1,21,832
	Total ...	29,426	1,30,118	47,479	1,03,435	18,862	13,93,615	16,93,509
Superintending Engineer, West of India Coast Defences.	Executive Engineer, Aden	...	17,199	7,567	1,29,898	16,275	...	1,70,939
	Do. Bombay Defences ...	...	...	...	8,380	...	...	8,380
	Do. Karáchi Defences ...	...	687	...	6,854	98	...	7,639
	Total ...	...	17,886	7,567	1,45,132	16,373	...	1,86,958
	Add—Outlay by Civil Officers ...	...	3,289	...	...	7,061	...	10,350
	Total ...	...	28,63,244	10,27,344	11,03,924	1,35,961	21,27,147	72,57,620

* The outlay incurred by the Executive Engineer, Karáchi Defences, since the abolition of the Lower and Central Sind District in February 1890, is included.

13. It has not been usual to refer in the Administration Reports to the Revenue realised in the Public Works Department. The omission was not of importance as respects Irrigation receipts, which are dealt with exhaustively in the separate revenue reports, but it is otherwise as regards receipts under other heads, which, if not noticed here, escape any general comment. Having in another part of these remarks (para. 11) given the figures of entire expenditure, it will be convenient here to show the entire revenue receipts during the year. For purposes of comparison the figures of the previous two years are also given :—

	1887-88.	1888-89.	1889-90.
Imperial.	Rs.	Rs.	Rs.
XXXI.—Military Works	1,10,639	93,539	1,11,946
XXIX.—Irrigation Major Works ...	3,49,891	4,49,642	4,37,004
XXX.—Irrigation Minor Works and Navigation	1,46,968	1,62,818	1,79,674
Provincial.			
XXXII.—Civil Works	7,73,057	7,75,904	7,91,418
XXX.—Irrigation Minor Works ...	.....	.....	10,471
Grand Total ...	13,80,555	14,81,902	15,30,513

Only direct receipts credited to, and accounted for, in the Public Works Department, are included.

14. The receipts under Civil Works comprise principally the receipts from Public Works tolls. As compared with the previous year, there was an increase in the total under this head of Rs. 15,514, principally made up of Rs. 15,300, being the net result of increases of Rs. 5,200 under rents of buildings, Rs. 10,000 under sales of buildings, Rs. 1,800 under sales of produce, Rs. 5,500 under collections under Highway Act, Rs. 5,300 under miscellaneous,

less decreases of Rs. 4,500 under sales of tools and plant, Rs. 1,000 under value of materials received from old buildings, and Rs. 7,000 under Public Works tolls.

15. The toll revenues, including receipts under the Highway Act, in the three years, were :—

	Rs.
1887-88	6,45,951
1888-89	6,34,126
1889-90	6,32,591

16. Towards the end of the year an important change was effected by the transfer of the control of the Military Works expenditure at certain stations to the Inspector-General of Military Works, Simla. By special arrangement the accounts and expenditure were not transferred until the close of the official year, and the effect on the organisation of the Public Works Department, and the establishment charges, will appear in the reports of the current year (1890-91).

17. Details of the principal works in progress or completed during the year will be found under the several heads and sub-heads.

II.—CIVIL WORKS.

I.—IMPERIAL SERVICES.

18. The expenditure under this head was Rs. 1,63,937, sub-divided as under :

	Rs.
Original Works	74,594
Repairs...	61,367
Establishment	26,263
Tools and Plant	1,713
	1,63,937

The works carried out were as follows :

1.—FOREST.

19. Under this head 3 new forest stations or hurda depôts were under construction in the Ahmednagar Collectorate during the year, *viz.*, at Koltanbhe, Shirpunje Khurd, and Pale; and three have been under reconstruction, at Ghatgur, Phosphandi, and Sanganwadi. The first three are exactly similar in design, consisting of two rooms 12′ × 10′, and two 12′ × 8′, with bath-room 8′ × 8′, and front verandah 5′ wide. The walls are of coursed rubble stone and lime masonry, and the roofs of corrugated iron, covered by a single layer of tiles. In all three the masonry-work has been completed, and the roof-work only remains, which will be completed before the rains. Of the three which have been under reconstruction, those at Ghatghar and Sanganwadi have been completed, and that at Phosphandi has been completed with the exception of the roof, which it is expected will be ready by the rains. The expenditure on the six stations aggregated Rs. 11,876.

2.—CUSTOMS.

20. The only works under this head undertaken during the year were a custom-house at Dábhol Bandar in the Ratnágiri Collectorate, which was completed at a cost of Rs. 5,198; and temporary accommodation for Preventive Officers at the Prince's Dock, Bombay, at an outlay of Rs. 3,103, instead of the permanent building for a Customs Preventive Office, for which a provision of Rs. 30,000 had been made in the budget, but which could not be proceeded with, pending settlement of the question as to the extent of accommodation to be provided, and the acquisition of the site.

3.—SALT.

21. Under the head Salt, the water supply at the salt works at Khárághoda, in the Ahmedabad District, was improved at a cost of Rs. 2,559; and a new office for the Daroga at Shiroda, to replace the existing temporary building, commenced, and materials to the value of Rs. 786 collected. A provision of Rs. 6,000 was made for constructing sluices to the embankments of the salt-pans at Dharasna, in the Surat Collectorate; but it having been decided in the Revenue Department to defer the work for the present, the provision was reappropriated.

5.—MINT.

22. Additions and alterations, consisting of a new godown for acid and water-stills, and also a new upper-storied room, as well as the renewal of some of the roofs and floors of the Assay Office in the Mint at Bombay, estimated to cost Rs. 43,479, were commenced during the year, and fair progress made, the outlay having been Rs. 19,853. Allotments of

Rs. 4,000 and Rs. 3,000 were provided in the budget for additions to the weighing room, and reconstruction of six furnaces, respectively; but the first work was postponed, and for the second only Rs. 1,400 of the grant was utilised by the Mint authorities.

6.—POST OFFICES.

23. Under this head a combined Post and Telegraph Office at Bijápur was commenced during the year, and nearly completed, the outlay having been Rs. 7,846; and quarters for Post Office clerks at Aden were completed at a cost of Rs. 3,068.

7.—TELEGRAPHS.

24. The only work under this head in progress during the year was the construction of an additional store-shed in the telegraph store-yard at Wadi Bandar, Bombay, the estimated cost of which is Rs. 13,337, and on which the outlay has been Rs. 6,916.

25. Special repairs to roofs of the telegraph buildings at Sukkur have been carried out. The buildings have been re-roofed with tiles, supported on T iron rafters and rolled iron beams, in place of the kacha roofs which formerly existed. This measure will not only increase the value of the property, but will effect a large annual saving in repairs.

II.—PROVINCIAL SERVICES.

26. The expenditure from Provincial Funds, and Local Funds and Contributions under this head (and including the outlay on Forest and Customs buildings) was Rs. 21,40,423, sub-divided as under:

	Rs.
Original Works	13,18,994
Repairs	3,43,547
Establishment	4,56,213
Tools and Plant	21,669
	21,40,423

12.—ADMINISTRATION.

27. Under this head Mámlatdárs' kacheris, on the standard plan, were completed at Akola in the Ahmednagar Collectorate, and Kapadvanj in the Kaira Collectorate; and were in progress at Indi in the Bijápur Collectorate, Koregaon in the Sátára Collectorate, Igatpuri in the Násik Collectorate, Sháháda and Erandol in the Khándesh Collectorate, and Murbád in the Thána Collectorate. Additions and alterations were completed to the Mámlatdárs' kacheris at Shindgi in the Bijápur Collectorate, Táloda in the Khándesh Collectorate, and at Borsad in the Kaira Collectorate; and were in progress at the Mámlatdárs' kacheris at Pardi in the Surat Collectorate, and Daskroi in the Ahmedabad Collectorate.

28. Mahálkaris' kacheris were in progress at Bhatkal in the Kánara Collectorate, and Shirálla in the Sátára Collectorate; and those at Nawápur in the Khándesh Collectorate, and Hálol in the Kaira Collectorate, were completed during the year.

29. A Mukhtyárkar's kacheri at Badin, in the Fuleli Canals District in Sind, of the same design as those recently built at Bago Tando and Mátli, in the same district, was in progress during the year, in which the outlay was Rs. 6,968.

30. Record accommodation was in progress for the Collector's kacheri at Belgaum, and the Mámlatdár's kacheri at Ahmednagar; and completed for the Collector's kacheri at Karáchi. The State and Alienation Record Office at Poona was completed, with the exception of the upper portion of the water tower, which is in progress, and the main building handed over to the Civil authorities; the total outlay on this building has been Rs. 1,26,643.

31. The whole scheme for the adaptation of certain ancient buildings at Bijápur, for the requirements of the head-quarter station, has now been completed, the last work, namely, the conversion of the Gagan Mahál into a church, having been finished during the year. The entire expenditure on the scheme has been Rs. 3,63,451, against the estimate of Rs. 3,65,802.

32. The new Revenue offices at Broach, described in previous reports, have been completed, with the exception of a few minor items, at a total cost of Rs. 49,677, the expenditure during the year having been Rs. 12,277.

33. The district bungalow at Bulsár, commenced in the previous year, was nearly completed.

34. Some additions and alterations to the building occupied by the Commissioner's Printing Press at Karáchi, estimated to cost Rs. 4,359, were commenced during the year, and materials collected. The alterations and additions consist of the following:—The existing printing room, in the southern wing of the Commissioner's Office, which measures 40′ × 19′ × 12′ high, being inadequate for the purpose, the roofing is to be removed, the,

walls raised 2′, and an upper story added, including the adjacent verandah, measuring 51′ × 19′ 3″. The roof removed from the existing room will be utilised for the roof of the upper story. The floor of the upper room is to be of cement concrete, 5″ thick, carried on rolled iron beams; windows are provided in two tiers, the upper being 3½′ × 1½′ fanlights, set under the eaves, and the lower consisting of windows, 3½′ × 6′, all these being provided with sunshades. A masonry staircase, with wooden railing, will be provided to give access to the floor.

35. For the Stamp Department, a separate fire-proof building, with brick and lime masonry walls, and doors, windows, and roof of iron, has been constructed in the compound of the New Secretariat, Bombay, for packing and soldering the consignments of stamps, at a cost of Rs. 3,473; and additions and alterations were made to the Stamp office in the Collector's kacheri at Ahmedabad.

36. Under Distilleries, that at Dhulia, alluded to in last year's report, has been in use throughout the year, and the building is practically completed. A few minor items, such as fixing lightning conductors, providing a fence and gates to the compound, painting, &c., remain to be completed. The new distillery buildings at Surat, commenced last year, were considerably advanced. Certain additions and alterations have been made in the original proposals, and the revised estimate amounts to Rs. 1,01,376. The total expenditure has been Rs. 71,992, and of this Rs. 52,560 were expended during the year. Additions and alterations to the distillery at Ahmedabad were completed during the year at a total cost of Rs. 24,275; and an additional still-room was constructed for the distillery at Sátára, at a cost of Rs. 4,885.

37. Provision of Rs. 50,000 was made for the construction of a new distillery at Jálgaon in the Khándesh Collectorate, and of Rs. 10,000 for a distillery at Godhra in the Panch Maháls Collectorate, but no expenditure was incurred on either, pending decision of the questions which had arisen as to whether distilleries should be built at those places.

38. Additions and alterations to the Political Agent's office at Sádra, consisting of a new record room, and the conversion of that now existing into an office library, estimated to cost Rs. 4,317, were commenced, and a sum of Rs. 3,292 expended during the year.

13.—MINOR DEPARTMENTS.

39. Special repairs were carried out to the Shah Alam's Roza at Ahmedabad, one of the oldest architectural monuments, at an outlay of Rs. 2,582, from contribution funds.

14.—LAW AND JUSTICE.

40. Under this head the new building for the Police Magistrates' Courts on the Cruickshank Road, Bombay Esplanade, described in previous reports, was completed during the year, at a total cost of Rs. 3,73,688. Furniture and fittings costing Rs. 8,970, and water fittings and drainage costing Rs. 5,766, were also provided in addition.

41. The Court-house for the District Judge at Kárwár was completed during the year, at a total outlay of Rs. 28,148: a well in the compound only now remains to be constructed. In the District Court at Sátára the old junglewood record shelves have been replaced by teakwood shelves, and the floor of the record-room paved with stone, at a cost of Rs. 2,910; and a record-room and record-keeper's office have been completed at the Judge's Court-house at Sholápur, at a cost of Rs. 2,324.

42. Subordinate Judges' Court-houses, on the standard plan, have been under construction at Umreth in the Káira, Haveri in the Dhárwár, Shirpur in the Khándesh, and Málegaon in the Násik Collectorates. The former has been completed at a cost of Rs. 12,417, and handed over; and the three others are in progress.

15.—ECCLESIASTICAL.

43. The new Church of the Holy Trinity, in the compound of the Indo-British Institution at Bombay, described in the last report, was completed during the year at a total cost of Rs. 28,038, the whole of which was provided from contributions.

16.—JAILS.

44. The Juvenile Reformatory at Yerrowda, near Poona, was practically completed in 1888-89, at a total expenditure of Rs. 76,894; and during the year minor works, costing Rs. 639, have been completed.

45. Alterations and additions have been made to the old Civil Jail at Ahmednagar, to convert it into a Criminal Jail, and the work has been completed at an outlay of Rs. 7,172.

46. In connection with the proposals for a new Criminal Jail, &c., at Bombay, referred to in paragraph 6 of this Report, the Committee appointed to report on the same, having recommended a site at Parel, negotiations were entered into and concluded for the purchase of 110,000 square yards of land. A sum of Rs. 20,000 was paid as earnest money during the year, to the owners of sites who had come to terms.

17.—POLICE.

47. The progress made with the construction of quarters for the District Police has been as follows: Police Lines have been completed at Ránpur and Gogha in the Ahmedabad Collectorate; Hukeri in the Belgaum Collectorate; Kankowli in the Ratnágiri Collectorate; Hungund in the Bijápur Collectorate; for the Treasury guard at Sangola in the Sholápur Collectorate; at Akola in the Ahmednagar Collectorate; and Mukti, Sakri and Sháháda in the Khándesh Collectorate; and lines are in progress at Ankleshvar and Jambusar in the Broach Collectorate; Walod in the Surat Collectorate; Hálol and Godhra in the Panch Maháls Collectorate; Shiggaon in the Dhárwár Collectorate; Mandangarh in the Ratnágiri Collectorate; Bijápur, Bilgi, Shindgi and Indi in the Bijápur Collectorate; for the Treasury Guard at the Mámlatdár's kacheri at Akola in the Ahmednagar Collectorate; at Igatpuri in the Násik Collectorate; Jámner, Erandol and Dhadgaon in the Khándesh Collectorate; Badin and Bago Tando in the Hyderabad Collectorate; and lines for mounted police at Umarkot in the Thar and Párkar District. Additions and alterations to the Police Lines at Godhra were completed during the year.

48. At Bombay, a new police chauki, affording accommodation for 10 peons, has been erected, on the site purchased by Government in Jacob's Circle, at a cost of Rs. 10,377. A provision of Rs. 3,750 was also made for the construction of a police chauki at Byculla, but it having been decided in the General Department that the cost of both the building and site should be borne by the Municipality, the amount was re-appropriated to other works.

49. In accordance with the recommendations of the Committee appointed in 1883, to report on the question of providing quarters for the officers, and lines for the men of the Bombay City Police, 4 plots of land, measuring 5,057 square yards, were taken up at Dadur, in addition to 117 square yards purchased in 1883, and 230 square yards taken up in 1888; and the purchase money of 3 of the plots, amounting to Rs. 26,460, was paid during the year. With regard to the 4th plot, as the owner refuses to accept the compensation offered by the Collector, the matter has been referred to the High Court, and payment according to its award will be made in the ensuing year. On the whole plot of ground it is proposed to locate a chauki, quarters for an Inspector and for 5 Native officers and 63 Constables, including one Sowar and stabling for 2 horses; also a shed for impounding stray cattle.

50. The conversion of a portion of the Criminal Jail into police lines at Sholápur, was completed at a cost of Rs. 18,132.

51. A Station House, Inspector's Office and Lock-up at Sukkur, in the Shikárpur Collectorate, estimated to cost Rs. 6,032, were commenced late in the year, and Rs. 1,090 expended on them to the close of the year.

52. Improvements were effected to the Police Lines near the Karáchi Jail, and to the Kotwáli at Kohistán.

53. Provision to the extent of Rs. 11,860 was made for providing accommodation, consisting of 48 rooms, for the City Police at Ahmedabad, but the Special Committee appointed to report on the subject, having recommended that, in the event of the new jail being built at Ahmedabad, one of the existing jail gardens was admirably adapted for the site for the proposed police lines, the work was postponed, and the provision reappropriated.

54. Provision was also made for quarters for the Cantonment Police at Poona, consisting of 100 rooms, but considerable delay occurred in settling the question as to whether the cost of these quarters should or should not be borne by the Cantonment Funds. It was ultimately settled that the accommodation should be provided at the cost of Provincial Funds, and that the Cantonment Funds should be charged a fair rental, and as the amount of rent that will have to be paid, will be affected by the initial cost, it was considered that the estimate, as prepared, being unnecessarily expensive, should be revised, and orders were issued accordingly. At the close of the year the project had not been prepared, pending settlement of the question of site; the provision, Rs. 25,000, was therefore re-appropriated to other works.

55. Late in the year a grant of Rs. 2,000 was provided for commencing new police lines at Hyderabad, but no expenditure was incurred, owing to it being found impossible to induce contractors to take up the work, except at rates considerably higher than the estimate.

18.—EDUCATIONAL.

56. Under this head, at Bombay, a building for the Bombay Gymnastic Institute was under construction, on a site near the Elphinstone High School, which has been granted by Government on a 50 years' lease, at a nominal yearly rent, with right of re-entry in the event of the building or site being used for any other purpose. The institution is to be open to all the schools in Bombay at reasonable fees, and the students of the Elphinstone College are to be admitted free. The building is to be 80′ 7½″ in length × 37′ 9¾″ in breadth, and is to consist of a play-room, 48′ × 18′, and 16 feet high to underside of the beam. On either side of this room there will be a committee-room and a class-room, 18′ × 15′. There is to be a 10′

wide verandah in front to a length of 53 feet, and having an octagonal tower-room, 13 feet diameter, at one end, with first floor, and a dressing room, 15′ × 10′ 10½″, at the other end. The tower-room is to be at the south-east corner of the building; and an open platform, 6 feet wide, is provided in rear. The upper floor of the octagonal room is to be used as an office room, and the ground-floor as water and staircase rooms. A spiral staircase is provided in the tower-room to give access to the upper floor. The sanctioned estimate for the building amounts to Rs. 14,990, to which a contribution of Rs. 6,000 was given by Sir Dinshaw Maneckji Petit, Bart., and Rs. 7,490 by Government. The building has made fair progress, and a sum of Rs. 7,477 was expended on it during the year.

57. An additional workshop, estimated to cost Rs. 11,044, for the David Sassoon Industrial and Reformatory Institution, was sanctioned and commenced during the year. The building is to be 140′ 6″ × 32′ 6″, and the expenditure during the year has been Rs. 3,987, from contributions.

58. In connection with the new Wilson College, undertaken under the Educational grant-in-aid rules, a residence for the Principal at Chaupáti was put in hand, and also students' quarters and certain out-buildings. The expenditure during the year was Rs. 26,275, from contributions.

59. An extensive addition was made during the year to the premises of the Sir J. J. School of Art, Bombay, for the accommodation of classes for the study of industrial art. The building comprises seven large sheds or workshops arranged side by side, 5 of them 25′ × 60′, and 2 others, 25′ × 39·75′ and 25′ × 19·75′, respectively, and each lighted from the north. The sheds are intended for classes in pottery, iron, copper and brass work, wood carving, carpet weaving, enamelling, and gold and silver work. Tenders for the building were accepted early in April 1889, and the work was completed, with the exception of a few minor items, at a cost of Rs. 35,965, during the year, and handed over to the school authorities. It was in the first instance utilised for the purposes of an Industrial Art Exhibition, which was formally opened by His Excellency the Governor on 29th March 1890. The building is now designated the Reay Art Workshops.

60. As part of the scheme for the transfer of the Elphinstone College to a site in the Fort, in the vicinity of the University buildings, quarters for students of the College, with the necessary out-buildings, estimated to cost Rs. 89,250, are under construction, to replace those formerly existing in the old College building. The site selected is between the Wodehouse Road and Colaba Causeway. The main building is 154′ 9″ × 38′ 3″, and provides 78 rooms, each 10′ × 8′ 6″, on three floors. Separate cook-rooms are provided for Hindus, Párs, &c. A sum of Rs. 34,725 was expended during the year.

61. Furniture, costing Rs. 11,364, was provided for the new Elphinstone College, and also railing costing Rs. 2,702.

62. The quarters for resident students in the Veterinary College at Parel, mentioned in the previous report, were completed during the year, at a total cost of Rs. 2,694. In addition to the above, a few minor works were also carried out within the college premises.

63. In the report for last year, allusion was made, under the head Medical, to the donation made by Mr. Framjee Dinshaw Petit, of Rs. 75,000, for the purpose of erecting and fitting a laboratory for scientific medical research in connection with the Grant Medical College, attached to the Jamsetjee Jijibhoy Hospital. The foundation-stone of the new laboratory was laid by His Excellency the Governor on 7th April 1889; but there was, subsequently, considerable discussion as to the details of the design most suited to the several requirements, and it was not until the end of November that plans and estimates were finally sanctioned. The exterior of the building is designed in keeping with that of the Grant Medical College, which it adjoins. It consists of a ground and two upper floors, the second floor extending only over the front portion. On the ground floor is a students' laboratory, 50′ × 40′, a chemical laboratory for special work by the Professor alone, or for one or two advanced students or practitioners, 17′ × 25′, a balance room and chemical store-room, each 12′ × 17′. On the first floor is a students' laboratory, 50′ × 40′, and pathological and physiological laboratories for special work as above, each 18′ × 25′. On the second floor are two rooms, at present unallotted, each 19′ × 26′. The building is estimated to cost Rs. 59,347, and the balance of the donation is to be devoted to laboratory fittings. Tenders for the work were accepted in January 1890, and by the close of the year the foundations and the plinth work had been completed, and the superstructure was under construction, at an outlay of Rs. 10,045. The building is to be called the Framjee Dinshaw Petit Laboratory for scientific medical research.

64. On the last day of the official year, His Excellency the Governor laid the foundation-stone of a building on the Esplanade for the Anjuman-i-Islam School, the first school of the kind for Mussalmans in Bombay. The building has been designed by Mr. J. Willcocks, under the orders of the Architectural Executive Engineer, Mr. Adams, and is in Gothic style, with a predominant Oriental feeling. It consists of a ground and two upper floors. The ground-floor, besides the entrance hall and staircase, provides a library, 24′ × 20′, four class rooms; a head master's room, and a store room; on the first floor are the lecture and examination hall, with hanging gallery for ladies (63′ × 37′), a master's common room, and 3 class rooms; and on the second floor there are 4 class rooms. The 11 class rooms will accommodate about 400 boys. The estimated cost of the building is Rs. 1,34,709, of which

Government have agreed to contribute Rs. 38,000, in addition to the site, as a grant-in-aid, subject to the usual conditions. The sum to be provided by the Anjuman is thus Rs. 96,709, of which Rs. 75,000 were paid in shortly after the close of the year, and the work of building is in progress. The building is designed so that it may be extended when found necessary.

65. During the year designs and an estimate, the latter amounting to Rs. 16,419, were submitted to, and approved by, Government in this department, for a building for a Patho-Bacteriological Laboratory, to be erected in connection with the Bombay Veterinary College, from funds supplied by Sir Dinshaw Maneckji Petit, Bart. The building is to be constructed by private agency.

66. The construction of the Tápidás Varajdás Lecture Hall and Laboratory for the High School at Surat, commenced last year, was completed at a total cost of Rs. 11,733, out of which Rs. 5,632 were spent during the year.

67. The construction of a gymnasium for the High School at Surat, commenced last year, was completed at a total cost of Rs. 5,266, the expenditure during 1889-90 being Rs. 3,406.

68. The Mahaluxmee Female Training College at Ahmedabad having, on account of its being shut in by a high wall to the south, and by offensive privies to the east, been found to be unhealthy, alternative proposals were submitted for either disposing of the buildings and site, and moving them to a more open and better site, or to buy up the adjoining land, and the Pársi Chawl and privies standing thereon. The latter was ultimately agreed to and sanctioned, and the purchase effected during the year, at a cost of Rs. 22,540.

69. A school-house for 300 boys at Umreth, estimated to cost Rs. 9,105, was commenced during the year. Concrete foundations and footings were nearly finished, and materials collected, at a total cost of Rs. 4,179, from Local Funds.

70. The construction of additional rooms in the compound of the High School at Kárwár, estimated to cost Rs. 4,854, was commenced during the year.

71. The accommodation in the present school-house being found insufficient, a new school-house for 220 boys at Chiplún, estimated to cost Rs. 9,911, was put in hand as a contribution work.

72. A new school-house (Local Funds) at Bhoj in the Chikodi Táluka, Belgaum Collectorate, was also in progress, the estimated cost being Rs. 3,578.

73. The lecture theatre at the College of Science, Poona, has been completed at a total expenditure of Rs. 17,994, against the estimate of Rs. 20,201. It consists of a lecture hall, chemical laboratory, store and balance-room, with office and retiring room. Last year the foundations and plinth were finished, and the superstructure was almost completed. Roofing, plastering, paving, doors, windows, &c., were completed during the year under report.

74. The work of an Observatory for the College of Science was practically completed in 1888-89, at a total cost of Rs. 7,588, and a few minor additions remaining unfinished were completed during the year under report, at an expenditure of Rs. 321.

75. Quarters for students of the agricultural class, College of Science, have been constructed at a total estimated amount of Rs. 10,109. The quarters consist of 16 rooms, 12′ × 12′, each to accommodate 2 students. There are in addition 3 cook-rooms and 3 dining rooms to meet the requirements of the different castes.

76. Buildings for a laboratory, to be called the Pasteur Laboratory, to be established in connection with the College of Science, Poona, for the purposes of original research and experiment in the bacteriology of the various diseases of the lower animals, were commenced during the year on a site adjoining the college, which was made over as a free gift to Government, for the purpose, by the owner, Sir Dinshaw Maneckji Petit, Bart. The site measures nearly 6 acres. The buildings consist of a laboratory, vaccine store, dissecting room, and two cattle enclosures. The laboratory itself contains 4 rooms—the laboratory, microscopic, store, and report rooms. The cattle enclosures are each 70′ × 50′. The cost is estimated at Rs. 13,240. The foundation-stone of the institution was laid by His Excellency the Governor on the 9th December 1889, who, in an address on the occasion, dwelt at length on the objects of the laboratory, the first of its kind in India. The work is in progress, and the expenditure to the end of the year has been Rs. 9,036.

77. The boundary of the Deccan College grounds have been demarcated with wire fencing, at a cost of Rs. 2,866, as inconvenience was experienced by persons trespassing on and walking through the college grounds.

78. At Betávad, in Khándesh, a Local Funds school-house was in progress during the year. The design for the complete building provides for the accommodation of 210 boys at a cost of Rs. 4,450, but one wing of the building is to be omitted for the present, the foundations only for it being laid down. The cost is thus reduced to Rs. 3,734, providing for 171 boys; and the building can be completed hereafter if required. The work is being done by contract, and at the close of the year the foundations had been excavated and concrete filling commenced. The expenditure amounted only to Rs. 213.

79. During the year plans and estimates for an Arts College and Madrassa at Karáchi in Sind, prepared by the Municipal Executive Engineer, Mr. Strachan, C.E., were forwarded for opinion, and as they were found to be defective in important points, were revised under

the advice of the officers of this department. As revised, the total of the estimate amounts to Rs. 1,90,563; a moiety of which will be provided by a grant-in-aid by Government from Educational funds; and the other moiety met from private contributions. The building will be carried out by the designer, subject to the general supervision of the Superintending Engineer in Sind.

19.—MEDICAL.

80. The new building for the Fort Gratuitous Dispensary, Bombay, was completed during the year at a cost of Rs. 26,942, the whole of which was met from a donation by the late Mr. Sorabjee Cowasjee Powalla, after whom the building is named. The site is on Government land, which has been leased to the dispensary committee at a nominal rent, on conditions restricting the use of the building to purposes of gratuitous medical relief.

81. The Bomanji Edulji Allbless Obstetric Hospital, erected on a site adjoining the Cama Hospital, was completed during the year at a cost of Rs. 45,062, the whole of which was met from the sum bequeathed by the gentleman whose name it bears. The hospital affords accommodation for 31 in-patients, and the four principal wards have, with permission, been named respectively after Her Royal Highness the Duchess of Connaught, The Lady Reay, Bái Mithibái, and Bái Motibái, the sister-in-law and mother of the donor. Funds for furnishing the hospital have been provided by the Trustees of the estate of the late Mr. Allbless, and the institution is in every respect complete. The hospital was opened by His Excellency the Governor (Lord Reay) shortly after the close of the official year (8th April 1890).

82. The building containing quarters for the Resident Physicians of the Cama and Allbless Hospitals was completed at a total cost of Rs. 17,685, met, as described in the report of last year, from contributions by the Allbless Trustees, Mr. P. H. Cama, C.I.E., and the Bombay Branch of the Lady Dufferin Fund.

83. A mortuary for Parsis in connection with the Cama and Allbless Hospitals was completed during the year, at a cost of Rs. 1,834, provided by the Trustees of the late Mr. Bomanji Edulji Allbless.

84. The Bái Motlibái Hospital, described in last year's report, made fair progress, the outlay having been Rs. 25,507, against the estimate (for the main building) of Rs. 1,37,657.

85. The site adjoining the old Parsonage (now the Motlibái Hospital site), and the compound of the Jamsetji Jijibhoy Hospital, on which the Petit Hospital and Dwárkadáss Lallubhái Dispensary are to be erected, was acquired at a total cost of Rs. 1,50,000, and taken over, and arrangements for proceeding with the buildings were made.

86. The Sir Dinsháw Máneckji Petit Hospital for Women and Children is to be built from effective designs by Mr. J. Adams, Architectural Executive Engineer. It affords accommodation for 36 beds. The building is to be 135′ × 128′, and consists of two floors. The ground floor provides an entrance hall, a principal staircase, two matrons' rooms, two wards each for six beds, two for two beds each, and one for four beds, with bath rooms, &c. On the upper floor there are to be two wards, each for six beds, and two for two beds each, besides an instrument room, an operating room, and two rooms for nurses. The expenditure for the year was Rs. 5,260. The estimated cost of the main building is Rs. 1, 13,327. The foundation stone was laid by His Excellency the Governor on 27th January 1890.

87. On the same occasion, Lady Reay, C. I., laid the foundation stone of a building in the adjoining compound of the Jamsetji Jijibhoy Hospital, which is to be used as a home for pupil nurses, who are to be trained under the supervision of the Sisters in charge of the nursing in the hospitals. The building is to cost Rs. 30,699, of which Mr. M. M. Bhownaggree, C.I.E., contributed Rs. 15,699, as a memorial to his late sister, after whom the building is to be named the Awábái Bhownaggree Home for Nurses. It consists of two floors, and will accommodate 12 nurses. The work of construction was commenced late in the season, and Rs. 4,776 were spent before the close of the year.

88. The department was concerned in the question of the selection of a suitable site for a Home for Lepers in the vicinity of Bombay, and although no expenditure was incurred, the matter occupied a good deal of the time and attention of some of the officers of the department, towards the close of the year. A committee was appointed, under the orders of Government in the General Department, of which the Chief Engineer, Northern Division, was President, and selected a site at Trombay, near the present leper institution, for a new Leper Home. Their recommendation was approved by Government, and, on 25th March, the foundation-stone of the Home was laid by His Royal Highness Prince Albert Victor of Wales. The Home (which is to bear his name) is to be built from a donation of Rs. 1,00,000 presented by Sir Dinsháw Máneckji Petit, Bart., and the requisite plans and estimates for the building are in preparation.

89. At the St. George's Hospital, described in the previous report, the nurses' and probationers' quarters were completed during the year. The quarters for the Lady Superin-

tendent and Sisters were also nearly completed; and the masonry work of the male hospital is in progress. The total expenditure during 1889-90 on the whole of the works connected with this hospital was Rs. 1,21,123.

90. The Jamsetji Nasarvánji Petit Dispensary at Wada, in the Thána Collectorate, estimated to cost Rs. 10,068, was in progress during the year. The construction of this building, which has been undertaken from funds supplied by Mr. Nasarvánji Maneckji Petit of Bombay, in memory of his deceased son, whose name it is to bear, was commenced in February, but very little progress was made on account of sickness, which made it difficult to obtain sufficient labor. The expenditure during the year has been Rs. 1,292. The design for the dispensary is on the standard plan, and the estimate includes quarters for an hospital assistant, servants' quarters, &c.

91. Additions and alterations to the Civil Hospital at Godhra, in the Panch Mahals Collectorate, were sanctioned late in the year, and a sum of Rs. 2,046 was spent in the purchase of materials. The total of the sanctioned estimate is Rs. 8,225. The principal items are the provision of 2 additional wards for 16 patients.

92. Additions and alterations have been carried out at the Sassoon Hospital, Poona, within the estimated amount of Rs. 2,754. These consist of 4 bath rooms, two for European, and two for Native, patients on the first floor, and an additional room to the obstetric ward, with a bath room. The bath rooms are situated on the eastern face of the building, those for Europeans being over two small porches, and are each 6′ 6″ × 7′ 7″, while those for Natives are on the porches, on the north and south flanks, and are 6′ × 7′ 6″. Water has been laid on to all bath rooms.

93. Quarters for two second class servants were constructed at the Civil Hospital at Karáchi.

94. Local Fund Dispensaries, or subsidiary buildings in connection therewith, have been completed during the year at Kálol in the Kaira Collectorate; Mirajgaon in the Ahmednagar Collectorate; and Shirpur, Yáwal, Amalner and Sávda in the Khándesh Collectorate; and were in progress at Párner and Sheogaon in the Ahmednagar Collectorate, and at Taloda and Dharangaon in the Khándesh Collectorate.

95. An additional room and verandah to the dispensary at Kashmor has been built.

20.—MISCELLANEOUS.

96. At Bombay, the new latrines and urinals in the compound of the Town Hall, described in the last report, were completed during the year, at a total cost of Rs. 2,643.

97. The work of providing iron record racks for the General Record Rooms for State records in the new Elphinstone College building, mentioned in the last report, was in progress during the year. The racks are to be constructed and erected on the ground, first, and second floors of the building in all rooms, except those in the centre of the building on each floor, and in the room at the south-west corner on the 2nd floor, which is reserved for the office of the Superintendent. The racks are designed single and double, depending on their position in the rooms, and are so arranged as to concentrate their weight on parts sufficiently strong to support them, and with the greatest possible amount of light on the records; they are continuous, extending the whole height of the rooms, and openings are left in places for access between the rows of racks. In all 79 racks are to be erected, of which 53 are double, and 26 single. The total number of books which these racks are designed to hold is 175,529. The racks are made of standards, at suitable distances apart, of T and angle-irons, tapering above and braced up diagonally with flat bar iron; these are tied and braced longitudinally with flat-iron, and support shelves made up of rows of T iron of small section. Cast iron pots are omitted, but angle-iron footings to the central member of the standards have been provided. The tops of the standards are wedged up tightly against the ceiling of the room, and the whole made stiff and stable against vibration caused by handling. The racks are to be painted, and two light ladders provided in each room, to reach to the top of the shelves. The estimated cost was Rs. 62,288; and the work has been completed during the year at an outlay of Rs. 41,127.

98. The new granary for the model farm at Bhadgaon, in the Khándesh Collectorate alluded to in the last report, was in progress during the year. A revised estimate, amounting to Rs. 4,772, was submitted and sanctioned; the outlay during the year amounted to Rs. 3,402, and the total to Rs. 4,582.

II.—COMMUNICATIONS.

I.—ROADS.

99. The total outlay on Communications was Rs. 25,21,059, subdivided as under :—

	Rs.
Original Works	6,68,026
Repairs	13,44,227
Establishment	4,75,036
Tools and Plant	33,770
	25,21,059

100. A map in 3 sheets is attached, on which are shown the principal lines of road in progress during the year.

101. The following new roads have been in progress :—

(1) *Road from Nipáni to Mahálingpur, crossing the West Deccan Railway at Chikodi Road Station, Belgaum Collectorate, 33 miles long.*—Almost the whole of the 2nd section was completed and opened for traffic, and work on the 3rd and 4th sections well advanced. An approach road to the Chikodi Railway Station, from a point on this road near Jodhatti, 1 mile and 1,300 yards long, was also under construction, the earthwork being almost completed. The total expenditure to the end of the year was Rs. 2,11,066, against the estimate of Rs. 3,58,257.

(2) *Road from Rukeri to Gokák, Belgaum Collectorate, 18 miles.*—This road is now nearly completed. All that remains to be done is the Shindi nála crossing (No. 54), and the spreading and consolidating of muram on the deviation for the Shindi nála crossing No. 65. The former crossing is expected to be completed before the rains, and the consolidation of muram during the rains. The total outlay to the end of the year was Rs. 1,78,445, against the estimate of Rs. 2,22,718.

(3) *Road from Gokák towards Navalgund, in the Dhárwár Collectorate, 45 miles.*—This road has been muramed and opened for traffic from the 4th to the 38th mile, and work in the first 3 miles has been well advanced. The total expenditure to the end of the year was Rs. 2,98,854, against the estimate of Rs. 3,20,262.

(4) *Road from Pusegaon to Vaduj, Sátára Collectorate, 12¼ miles.*—A local road, described in the report for 1887-88. The earthwork and the masonry work (excepting one or two small drains) were completed during the year. Four miles of the road were opened to traffic at the end of the rains of 1889. The total outlay to the end of the year was Rs. 24,189, against the estimate of Rs. 30,851.

(5) *Deviation road near Math Nála, in mile No. 73 of the Belgaum-Vengurla road, 1 mile long.*—The Math nála is crossed by the Belgaum-Vengurla road in 3 places. At the second of these crossings the old bridge had given way, and instead of rebuilding it, a deviation of the road, avoiding two of the crossings, was proposed and sanctioned. Most of the work has been completed, the expenditure of the year being Rs. 7,683, against the estimate of Rs. 10,678.

(6) *Road from Chiplún to Guhágar, Ratnágiri Collectorate, 27 miles.*—A local road, 18 feet wide, estimated to cost Rs. 20,606, was put in hand during the year.

(7) *Dáhánu and Jowhar Road, Thána Collectorate, 26 miles.*—This road, which has been described in the previous reports, has been practically completed, with the exception of metalling, which progresses somewhat slowly, owing to a difficulty in obtaining labour. About half the metalling will, it is hoped, be completed in 1890-91, and the balance in the following year. The road has already done much towards developing traffic, and in the busy season more than a thousand carts use it daily. The total expenditure on the work up to 31st March 1890 was Rs. 1,79,747, and of this sum Rs. 16,759 were spent during the year. The balance remaining is Rs. 40,934.

(8) *Road from Váda to Shirghat, Thána Collectorate, 31 miles.*—This road is a part of a line from Kelva Máhím on the coast, to Shirghat in the Násik District. The portion from the coast up to the 15th mile has been finished as a Local Board road, and a further length of 18 miles up to Váda (total 33 miles) is in progress, from funds provided by the Thána Local Board. The extension from Váda to Shirghat will be 31 miles, and is a Provincial undertaking, being designed to open up inaccessible forest tracts. The total length of the line will be 64 miles. The earthwork and masonry works between Váda and Shirghat have been nearly completed. A portion of the road has already been opened to traffic, and most of the remainder will be finished in 1890-91. The sanctioned estimate amounts to Rs. 1,44,645, and the total expenditure up to 31st March 1890 has been Rs. 83,951, and of this sum Rs. 41,532 were spent during the year.

(9) *Road from Bhiwndi to Váda, Thána Collectorate.*—This road has been described in the previous reports, and the work of completing the metalling was in progress. The total expenditure has been Rs. 1,39,020, and of this Rs. 4,413 were spent during the year, the estimate being Rs. 1,46,105.

(10) *Road from Chahad-Khind viâ Manor to Váda, Thána Collectorate.*—This is a section, 33 miles in length, of the road from Kelva Máhím to Shirghat (see under (8)

above), and was finished up to the 15th mile at the end of the year, and work in mile 16 was in progress. The work for the section from mile 16 to Váda has been sanctioned by the Thána Local Board, and a contract has been given for the construction.

(11) *Local Roads in Sálsette, viz., Bháyndar to Utan, Kulva to Belapur, Malád to Merva, and Borowli to Gorai.*—These short roads are in progress, but owing to small grants, the rate of progress is slow. About one-half of the total length has been opened to traffic, and it is hoped that the balance will now be pushed on with and completed.

(12) *Local road from Kalyán to meet Bombay and Poona road, Thána Collectorate*—The road will give access to the cart traffic from Kalyán to Panvel and Thána, and will also open up the country along the route, as the creek at Dasai, which was hitherto a very great obstruction to traffic, is to be bridged. The road is 9 miles in length, and is to be 18 feet wide at formation surface, with bridges, culverts, and drains where necessary. Earthwork in the first five miles of the road has been completed, at a cost of Rs. 2,176, during the year. The sanctioned estimate is Rs. 41,911.

(13) *Road from Baud to Bibipura, Kaira Collectorate.*—This road, described in the last year's report, is finished, with the exception of the bridge over the Watruk river and its approaches.

(14) *Road from Kapadvanj to Sunda, Kaira Collectorate, 7½ miles.*—This road, which was put in hand at the end of last year, was pushed on with, and the earthwork and culverts completed. Most of the metal and muram required has been collected, and it is proposed to put on the metal during the monsoon.

(15) *Local road between Mehlaj and Traj, Kaira Collectorate.*—Owing to want of funds, very little work has been done on this road during the year.

(16) *Road from Dhansura to Hursol, Ahmedabad Collectorate.*—The road is 13 miles in length, and passes by the villages of Butol, Punchi, Kowda, Burwai, Madevpura, Vadgaon, &c. The formation width is 20 feet, and of this the centre 12 feet is to be metalled. Most of the earthwork has been completed, and materials are being collected for masonry works, &c. The total of the estimate is Rs. 1,01,313, of which Rs. 9,883 were spent during the year, and the total expenditure up to the end of 1889-90 has been Rs. 10,457.

(17) *Road from Ahmedabad to Bareja, 11 miles.*—This Local Fund road, described in the last report, was in progress during the year, and the earthwork for a distance of six miles from Ahmedabad, as well as masonry works in this portion, were completed. The expenditure up to the end of the year was Rs. 17,207, out of which Rs. 11,165 were spent during the year. The estimated cost is Rs. 1,29,500.

(18) *Road from Ghoda to Ambegaon, Poona Collectorate, 11 miles.*—The work, as described in the report for 1888-89, is in progress; 4 slab-drains, 4 road dams, 1 bridge, and 1 culvert are under construction; embankments and cuttings have been completed in a length of 3¼ miles, and muram spread and consolidated on this length. The amount of estimate is Rs. 52,292, and the total expenditure Rs. 18,621.

(19) *Road from Randha Khurd to Ghatghur, Ahmednagar Collectorate.*—This road, with that from Jamgaon to Kotul (21) in the same district, and those from Ghoda to Ambegaon (18), and Vada to Bhorgiri (9 of para. 103) in the neighbouring Poona district, form part of the scheme referred to in last year's report for opening up certain inaccessible forest tracts inhabited by Kolis and Ramosies, and affording those classes employment. This road leaves the Kolhar Bari road near the village of Randha, and passes the villages of Guhera, Bhanderdara, Samrad and Ghatghur. As originally surveyed, from Randha to Samrad was 10½ miles, but a new survey was made in January 1890, and by changing the line between Bhundardara and Samrad, the distance from Randha to Samrad was reduced to 9 miles. Work was commenced on 16th January 1890, and fair progress made to the end of the year. The greater part of the work was in half cutting and half embankment; but, about 1½ miles from Samrad, there was a length of 4,000 feet through very difficult country, with much rock cutting. In mile No. 5 will be a road dam, 120 feet long, and 8 feet high, and in mile No. 6 a dam, 100 feet long, and 6 feet high; stones for these have been collected, but they will not be built till after the monsoon. Stones have also been collected for two slab drains of 3 feet waterway. The stone dips average 25 feet in length, and from 2 feet to 4 feet in height; only two of them much exceed this, being 60 feet in length, and 8 feet high, and 50 feet in length, and 7 feet high, respectively. Stone was everywhere plentiful close to the site of the dips. At the end of March the section from Bhunderdara to Samrad was practically finished, except small pieces of side gutter and catchwater drain, and the earthwork of the road between Bhunderdara and Randha was well started, so that the road will be passable for carts from Randha to Samrad by the end of May. The amount of sanctioned estimate was Rs. 37,914, and the total expenditure Rs. 4,880.

(20) *Feeder road from Khalke viâ Nevása to Belápur Railway Station, Ahmednagar Collectorate, 24 miles.*—Side slopes, embankment, spreading sand, and store-house are nearly completed; guard stones supplied to all drains and culverts, bridges and drains, also to high bank; mile stones fixed, and all concrete work completed. The amount of sanctioned estimate is Rs. 1,57,601, and the total expenditure to close of year Rs. 1,55,562.

(21) *Road from Jamgaon to Kotul, Ahmednagar Collectorate, 12 miles.*—The work on this road was commenced in January 1889, and left unfinished at the end of the year under report. Three stone masonry culverts, with concrete of arches of from 10 to 12 feet spans, and one large road dam across the Mula river, have been constructed; muramed dips, having dry stone walling in places, have been provided also; earthwork and cutting in rock and muram have been completed almost throughout the whole length of the road, so as to allow the traffic being opened; a small quantity of muram is collected for surfacing the road in black soil portion. The principal work on this road was constructing the Pai-Bai ghát, and approaches of the Mula river near the Kotul town. The amount of the sanctioned estimate is Rs. 22,714, and the total expenditure has been Rs. 12,015.

(22) *Road from Nevása to Shevgaon (Local), Ahmednayar Collectorate.*—This is the only important famine relief work started during the year. The allotment was sanctioned from Local Funds. This road to Shevgaon is in continuation of that already constructed by the Local Funds, from Nevása, to join the Ahmednagar-Toka road in mile No. 34, near Haudi-Nimbgaon. It meets the Ahmednagar-Pyton road in mile No. 42, close to Sheogaon. The road runs almost parallel to the old track, but avoids hollows and bad nála crossings. The proposed length of the road is 21·71 miles. The work was stopped at survey No. 18, near the village of Nagapur, táluka Nevása. The amount of sanctioned estimate is Rs. 43,482, and the total expenditure has been Rs. 1,452.

(23) *Ahmednagar-Jamkhéd road (Local).*—The road from Atwad to Jamkhed is 22 miles in length, of which 5½ miles are in British territory, and the remainder in the Mogláí. A length of road, nearly 2½ miles, is provided with embankment, with a coating of muram 6 inches in thickness, and thoroughly consolidated, and is open for traffic. The work of embankment is carried out on the other part of the road for one mile in length, and materials, such as muram and sand, are collected to the extent of the funds available. The road will be completed in the year 1890-91. The amount of the sanctioned estimate is Rs. 7,358, and the total expenditure Rs. 3,984.

(24) *Dubera-Thangaon road, Táluka Sinnar, Násik Collectorate.*—This road was sanctioned in the previous year for relief, during April to June 1889, the people in the locality being in want, through previous scarcity of rain. Rs. 1,032 was spent on the work during the year, against the amount of estimate of Rs. 5,607.

(25) *Yával-Tápti road, Khándesh.*—The construction of the Local road from Yával to the river Tápti was continued during the year. This road forms part of the Yával-Bhusával road, of which the portion between Bhusával and the Tápti is complete. The hope that was expressed in the last report, that the road would be completed during the rains of 1889, was not realized; sufficient material was not collected, and the very scanty rainfall prevented consolidation. The embankment is complete throughout the whole length of 8 miles 6 furlongs, and it is hoped that, with sufficient rain, the road surface will be completed during the ensuing monsoon. The masonry works were all completed during the year, with the exception of one road dam, the completion of which had to be deferred until after March, owing to the water met with in the foundations: this also, however, will be finished before the monsoon. The expenditure during the year was Rs. 13,958, out of an allotment of Rs. 16,370, and the total expenditure to date was Rs. 67,868, the estimate for the whole road being Rs. 75,400.

(26) *The Dondaicha-Sháhada road (Local), Khándesh Collectorate,* has been in active progress during the year, in which period Rs. 18,392 have been spent on it. The want of rain during the last two monsoons has prevented the portion which is completed from being properly consolidated, and some extra expenditure on this length (5 miles) will be necessary. In the first section of the road, from Dondaicha to Sarangkheda (9 miles), the embankment is complete up to the river Tápti, and muram has been spread ready for rolling during the next monsoon up to 7 miles. The Tápti approaches had not been taken in hand during the year, but are to be at once commenced. In the 2nd section, from Sarangkheda to Sháháda (8 miles), the embankment has been taken up to the Bendwa Nála, 1 mile from Sháháda, and muram has been spread for about 1½ miles. Beyond the Bhendwa Nála, the embankment was already complete. The last 3½ miles of this section is through flat black-soil country, and the treacherous nature of the nála above mentioned is a terror to the country. The whole bank had been made four years ago, but was swept away in many places during floods in 1888, an experience which has not been lost, inasmuch as several new road dams are now proposed. The Bhendwa Nála also is to be treated in a more thorough fashion than was at first intended. A revised estimate for this section is in process of preparation. Masonry works have as yet only been taken in hand in the first section, where they are nearly complete. It is hoped that after next monsoon the whole of the first section, and all except the masonry works for 4½ miles of the 2nd section, will be ready; but the Tápti approaches will not be completed for traffic much before the rains of 1891. The total expenditure to date has been Rs. 65,863, the estimated amount for the road being Rs. 1,17,583.

(27) *2nd Section of Dhulia-Amalner road, Khándesh Collectorate.*—The second section, from Chopdai to Amalner, 12 miles, has been taken in hand since the last

monsoon, and at the close of the year the earthwork was in active progress over 5 miles in length. The estimate for this portion is Rs. 52,955, but owing to most of the contract bills remaining unpaid, the only expenditure booked was Rs. 874.

102. The following roads have been completed during the year:—

(1) *Road from Salao to Korlai in the Kolába Collectorate, 2 miles.*—This short Local road, in progress last year, was completed at a total cost of Rs. 5,359, exclusive of compensation for land (which has not yet been paid), against the estimate of Rs. 5,813.

(2) Muraming the last 9¼ miles of the road from *Bulsár to Dharampur* in the Surat Collectorate, commenced last year, was completed during the year, at a total cost of Rs. 15,819, of which Rs. 8,785 were expended in 1889-90.

(3) *Road from Bibipura to Modasa viâ Dhansura, Kaira.*—This is a continuation of the Dakor and Baad road, and has now been completed and opened to traffic. The road is 18 miles in length, with a formation width of 20 feet, of which the centre 12 feet are metalled. The estimated cost was Rs. 1,10,596, out of which Rs. 1,09,836 were spent up to the end of 1889-90. The expenditure during the year has been Rs. 11,014.

(4) *Road from Karabgaon to Talner viâ Nagansur, in the Akalkot State.*—This road was completed, and handed over to the State for being opened for traffic from 1st April 1890. The width of the road is 18 feet, and its length 8 miles 940 feet long, and its surface is covered with a layer of muram of an average depth of 9″; a berm of 15′ in width has been provided on each side of the road, for stacking materials. One slab drain of 2 vents of 3′ each, and two slab drains of one vent, have been provided. There are 20 level crossings on the road, 5 of which are in swampy soil, for which a layer of metal over muram has been provided. The level crossings are protected by a wall 2′ thick on the down stream side, flush with the bed of the nála, and extending a few feet beyond the high flood level on each side. A store-shed at Karabgaon has been built. The total expenditure to the end of the year amounted to Rs. 24,071, against the estimate of Rs. 26,745.

(5) *Feeder road from Vámbori to Khospuri, Ahmednagar Collectorate.*—The work was commenced in 1883-84, and completed in 1889-90. The work carried out during the year consisted of dressing, and completing side slopes. The road is in good order. The amount of the sanctioned estimate is Rs. 38,573, and the total expenditure has been Rs. 34,252.

(6) *4th Section, Songir-Nandurbár road (Local), Khándesh Collectorate.*—The 4th and last section of the Songir-Nandurbár road, the final link in the chain of made-road communication between Nandurbár and the G. I. P. Railway, *viâ* Dhulia and Chalisgaon, was practically completed during the year. This section is 9¾ miles in length, and commences at Ranala, a town sacred to the Boris. The estimate for the whole section is Rs. 62,746. During the year one level-crossing and one slab-drain were constructed, and the whole of the rock cutting near Nandurbár was completed, with curbing to roadway, &c. The last mile up to the town gate was murám-ballasted, watered, and consolidated early in the beginning of the fair season. The expenditure during the year was Rs. 6,211, and up to date Rs. 56,655.

(7) *1st Section, Dhulia-Amalner road (Local), Khándesh Collectorate.*—The first section of the Dhulia-Amalner road up to the village of Chopdai, 12 miles from Dhulia, was completed during last monsoon, the year's expenditure being Rs. 3,955, and the total to date Rs. 34,709.

103. Improvements have been carried out to the following roads:—

(1) *Road from Bagevadi to Bail Hongal, Belgaum Collectorate, 15 miles.*—A Local road, on which the expenditure to the end of the year amounted to Rs. 69,775, against the estimate of Rs. 86,988.

(2) *Palla-Badami road, in the Dhárwár Collectorate, 21 miles (Local).*—Four bridges, 1 culvert, 2 slab drains, 1 dip and an inspection bungalow at Yelwigi were constructed, 3 miles of road were metalled and completed, and metal for 5 more miles was collected. The total outlay to the end of the year was Rs. 42,351, against the estimate of Rs. 47,667.

(3) *Road from Navalgund to Annigeri, Dhárwár Collectorate, 11 miles (Local).*—The allotment for the year only allowed of work in three miles (9, 10, and 11), where the road was nearly completed. The total outlay to the end of the year was Rs. 50,915, against the estimate of Rs. 56,017.

(4) *Second section of the Havanur-Samasgi road, Dhárwár Collectorate, 29¼ miles (Local).*—This road runs east and west across the southern part of the Dhárwár Collectorate, and crosses the Hubli-Bangalore branch of the Southern Marátha Railway at Haveri. Good progress was made with the work, which is now approaching completion, the outlay to the end of the year being Rs. 73,158, against the estimate of Rs. 83,168.

(5) *Road from Hungund to Ilkal, in the Bijápur Collectorate, 8 miles (Local).*—This is an extension of the feeder road from the Bagalkot Railway Station to Hungund. The expenditure to the end of the year was Rs. 10,101, the estimated cost being Rs. 26,228.

(6) *Improving the Local road from Dhandhuka to Tagdi, Ahmedabad Collectorate.*—The road is six miles in length, and is to be improved by providing dips, and restoring the portions of the embankments which were washed away in heavy floods. Eight out of the 12 dips sanctioned have been completed. The expenditure during the year has been Rs. 2,072, and the total up to 31st March Rs. 10,143, the estimate being Rs. 27,824.

(7) *Vásad and Borsad road, Kaira Collectorate.*—The improvements to this road, referred to in the previous reports, have been finally completed during the year, at a total cost of Rs. 32,587, from Local Funds.

(8) *Kaira and Sábarmati road, Kaira Collectorate.*—The work of spreading and consolidating a layer of kunker on certain miles of this road, alluded to in the last year's report, was completed; and materials were collected for an extra layer of kunker on three miles of the Bareja Naika road (Kaira section); and on two miles of the Nadiád and Mahundha road.

(9) *Improving the road from Váda to Bhorgiri, in the Poona Collectorate.*—The construction of this road was undertaken for the purpose of opening up the forest and ghát district forming the upper parts of the valley and source of the Bhima river, in the neighbourhood of Bhimashunkar, (see remarks under (19), para. 101) and consists in improving gradients of steep ascents and descents, and also the cross drainage, providing masonry works, principally road-dams, to nála crossings, re-forming and covering the road surface with hard muram, and constructing a store-house at Dhowli. The work is completed at a total expenditure of Rs. 15,820, against the estimate of Rs. 15,958, with the exception of the new store-house at Dhowli, which is in progress.

(10) *Improving the road from Akalkot to Sangvi, in the Akalkot State.*—This work was completed, and the road handed over to the State for being opened for traffic on the 1st of April 1890. The length of the road is 4 miles, and the width 18′, the surface being covered with a layer of muram 9″ in depth. One slab drain, 2′ × 2′, one of 4 openings, 3½′ × 3′, and one 1′ × 1′, are constructed on the road. Seven level crossings, and four muram dips, have been provided. The expenditure incurred is Rs. 11,008, and the amount of estimate Rs. 11,983.

(11) *Improving the road from Akalkot to Sholápur, in the Akalkot State.*—This work is nearly completed. The length of the road is 6·87 miles, and the width 18′, and its surface is covered with a layer of muram 9″ in depth. Two double and two single slab drains have been constructed, and new level crossings, wherever necessary, have been provided, and the old ones improved. The amount of estimate is Rs. 13,371, and the total expenditure Rs. 11,142.

(12) *Improving the road from Akalkot to Hanur, in the Akalkot State,* was sanctioned very late in the year. The embankment is in progress, as well as collection of muram and other materials. The amount of the estimate was Rs. 39,491, and the expenditure during the year has been Rs. 1,380.

(13) *Pimpalgaon-Dipa road (Local).*—The length of this road is 28 miles. The old track has now been made into a good fair-weather road. The road surface is cleared to the width of 20 feet, and side gutters are provided where necessary, to drain off rain water, which found its way on to the track, and cut it into deep ruts. All the nála crossings are repaired. The ghát near Pimpalgaon-Dipa is repaired, and the ghát at Mándvi is kept in good condition. Nearly 10 miles of this road are provided with embankment, and a coating of muram 6 inches thick. The other miles are repaired and kept in a passable state for the fair season. The amount of sanctioned estimate is Rs. 6,812, and the total expenditure has been Rs. 6,690.

(14) The question of improving the Jakriabari Ghát, leading into the Dángs, was also taken up. This project engaged attention many years ago, but nothing has as yet been decided on.

104. Metalling has been in progress or completed on the following roads:—

(1) *Road from Hubli to Sholápur, between Dundur Station road and Hebsur, Dhárwár Collectorate.*—Work completed at a cost of Rs. 5,877.

(2) *Metalling road from Surat to Sachin, in British territory.*—The metalling of 3½ miles of this road, sanctioned in April 1889, and estimated to cost Rs. 20,369, is in progress from Local Funds, and about two-thirds of the required quantity of metal has already been collected. The expenditure during the year has been Rs. 9,403.

(3) *Metalling road from Surat to Sachin, within the limits of the Sachin State.*—The metalling of 4 miles of this road, sanctioned in February 1890, and estimated to cost Rs. 26,558, is in progress, and about one-half of the required quantity of metal has been collected. The expenditure during the year has been Rs. 10,326.

(4) The collection of metal for metalling the road from Kapadvanj to the end of 6th mile towards Nadiád, in the Kaira Collectorate, is in progress, and a mile, near the Kapadvanj end, has been metalled during the year.

(5) The results of experiments on the *Godhra-Dohad road, Panch Maháls*, alluded to in the last year's report, and for which a sum of Rs. 50,000 was given from Provincial Funds, have proved fairly successful, and steps will be taken to treat certain other miles in the same manner this monsoon. Large quantities of materials were collected during the year.

(6) *Raising and metalling the road from Ahmedabad to Dholka.*—The total length of the road is 18 miles, of which about 7 miles have been metalled. Owing to want of funds, the progress during the year has been limited. The total expenditure up to the end of the year was Rs. 33,255, out of which Rs. 3,061 were spent in 1889-90, the estimated amount being Rs. 1,37,913.

(7) *Ahmednagar and Pyton road.*—312,110 cubic feet of metal were collected on this road during the year, on which the total expenditure has been Rs. 25,010, against the estimate of Rs. 53,112.

(8) *Metalling portion of the Dhulia-Surat road, Khándesh Collectorate.*—The metalling of the portion of the Dhulia-Surat road from Dhulia to Sondwa was continued during the year. The length to be metalled is 3½ miles, and of this two miles have been completed, and metal collected for one mile more, which will be spread and consolidated during the ensuing monsoon. The expenditure to date has been Rs. 3,238, out of a total estimate of Rs. 5,281.

(9) *Road from Dhulia to Chalisgaon.*—Considerable progress was made with the metalling of the important road connecting Dhulia with Chalisgaon, Rs. 12,046 having been expended out of an allotment of Rs. 13,000. The length of the road is 34 miles, and of these the first 15 miles from Chalisgaon, and the 27th, 28th, 29th, 30th and 34th miles have now been completely metalled and consolidated. The 16th to 23rd, and the 25th, 26th, 31st and 33rd miles have been metalled for half width, and the remaining half width will be done during next rains. The 24th and 32nd miles have not yet been commenced, but collection of material is in progress. The total estimate for this work is Rs. 53,767, of which Rs. 35,337 have been expended up to date.

(10) *Bombay-Agra road, north of the river Tápti, Khándesh Collectorate.*—Metalling the portion of the Bombay-Agra road, north of the river Tápti, was in progress during the year, and Rs. 10,517 were expended on it, the total expenditure to date being Rs. 41,974, and the estimated cost of the whole work Rs. 64,210. The length of this portion is 28 miles.

(11) *Metalling the Dhulia-Mhasvad road (Local).*—The traffic along the portion of the Dhulia and Mhasvad road between the 42nd mile and the town of Dhulia has been found to be too heavy for the muram surface, as the extra traffic from the new Dhulia-Amalner road passes over this portion. Metal is therefore being gradually laid down. An expenditure of Rs. 821 was incurred during the previous year, and during the year Rs. 3,196 were expended out of an allotment of Rs. 4,000. About 2½ miles out from Dhulia were consolidated during last monsoon, and metal is being collected for the remaining 2½ miles. The total cost to date has been Rs. 4,017, the estimated total amount being Rs. 6,978.

(12) *Songir-Nandurbár road (Local).*—Metalling the portion of the Songir-Nandurbár road between Songir and Dondaicha has been in progress for the last 5 years, and is now practically complete. This road branches from the Bombay-Agra road, 12 miles out from Dhulia, and, from Dondaicha, a new road to Sháháda is under construction. There is a very large traffic over the portion in question, principally in wood from Taloda, &c., and the completion of the metalling is a great boon to this part of the district. One or two small improvements to the road are still desirable, and a project for the same is under preparation. There was no expenditure during the year, but up to date Rs. 46,869 had been spent out of Rs. 51,980, as estimated.

105. A provision of Rs. 6,000 was made in the budget for roads for opening out the Dángs in Khándesh, but pending the settlement of the lines to be undertaken, the plans and estimates could not be prepared, and the provision was reappropriated.

106. *Surveys.*—In the Khándesh Collectorate, surveys for lines of roads between Neri and Ajunta, and between Pachora and Ajunta, have been in progress; and a survey was also undertaken, and a project prepared, for a road between Sakri and Ghorada in the Pimpalner Táluka. The project has been sanctioned, but its construction is only likely in case of famine, for there is very little traffic on the line, and the existing cleared track answers every purpose for the present. For this reason no steps have been taken this year to complete the survey beyond Ghorada, for which an estimate was sanctioned. It will be time enough to think of this road when the Surat-Nandurbar railway is really taken in hand, when a good metalled road, to connect this táluka with the railway, may be desirable.

107. A party under an Assistant Engineer has been engaged during the year on surveys for various roads, in the Khándesh Collectorate, which it is intended to construct by degrees, and which represent the more pressing needs of the district:—

(1) Plans and estimates for a connecting (local) road, one mile in length, between the Erandol, Dharangaon and Mhasvad-Dhulia roads, at the town of Erandol, has been already approved.

For the following projects plans and estimates are ready :—

(2) Tápti-Chopda.

(3) Yáwal-Dooskheda.

(4) Tápti north and south approaches on the Chopda road.

The following surveys are complete and plans, &c., under preparation ;—

(5) Neri-Ajunta (Provincial).

(6) Amalner-Tápti (to join the Tapti-Chopda road).

The following is still under survey—

(7) Pachora-Ajunta (Provincial).

While the following have yet to be commenced :—

(8) Bhusával-Jalgaon.

(9) Jalgaon-Shelgaon (including Tápti approaches).

(10) Nandurbár-Taloda (including Tápti approaches).

(11) Taloda western frontier.

(12) Sindkheda-Bombay-Agra road.

The Neri-Jámner road has also to be surveyed for improvements. Of the above, the Amalner-Tápti is a re-survey; work was commenced on the old line in 1886-87, but was suspended for want of funds, and as the line was capable of improvement, a re-alignment was considered desirable. Two provincial surveys are included above to show the general work of the party.

108. An inspection bungalow at Sháháda, on the Dondaicha-Sháháda road, was commenced during the year, from Local Funds.

2.—BRIDGES.

109. In the Thána Collectorate, a bridge across the Gorai Creek, between Máhim and Kelva, has been in progress. This bridge, which is estimated to cost Rs. 5,966, and is to connect the town of Máhim with its suburb Kelva, is to have ten openings of 21 feet each; the roadway to be metalled and supported on teakwood joists, carried on rolled iron beams, 42 lbs. to the foot, resting on kherwood piles. The bridge is nearly completed, the total expenditure during the year having been Rs. 4,500, from Local Funds.

110. The iron bridge over the Dhadhar river, in the Broach Collectorate, of 4 spans of 92 feet 6 inches, described in the last report, was in progress, and, before the 31st March 1890, all the cylinders were down, and nine out of the ten columns were built up to the full height required, and tested with a trial load of 200 tons for pier, and 100 tons for abutment columns. Most of the cement concreting of cylinders was also completed, and the main and cross girders of two spans were lifted and fixed, and it is hoped that the bridge will be opened to traffic before the rains. The sanctioned estimate amounts to Rs. 1,50,841, and of this Rs. 1,31,937 have been spent up to the end of 1889-90, including Rs. 44,636 during the year under report.

111. The bridge over the Watruk River, on the Road from Baad to Bibipara, described in the last report, has made satisfactory progress during the year, and the centre four piers have been built up to within 12 feet of the full height, and the abutments and wing walls have been completed. It is hoped that the girders will be fixed, and the bridge opened to traffic in 1890-91.

112. New planking has been provided for the bridge over the river Shedi, at Bilodra, on the Nadiád and Kapadvanj road, in the Kaira District, at a cost of Rs. 6,904.

113. A masonry bridge on the diversion of the Variáv road, Surat District, estimated to cost Rs. 3,082, and consisting of one span, 15 feet, has been completed, with the exception of the pitching, from Local Funds.

114. A new bridge over the Sábarmati river at Ahmedabad, to replace that known as the Ellis Bridge, destroyed by a flood in 1875, was taken in hand during the year. The design, as sanctioned, is for a bridge of 14 spans of 101′ 6″ each; the superstructure is of iron supported on iron cylinders, sunk 36·25′ below the ordinary bed of the river, and 10 feet into the hard clay. The former Ellis Bridge was originally designed to clear the highest flood line by 8 feet. The work was commenced in 1866, and in 1868, while it was under construction, a flood occurred, which rose 7 feet over the flood level, or within one foot of the bridge level. It was then decided to raise the bridge 9 feet, which was done. In 1875, after its completion, another flood occurred, which destroyed it, and the railway bridge also. This flood rose to 9·70 feet above the level of the flood of 1868, or to within 0·30 of the under side of the girders. As now designed, the girders are to be 6·50 feet above the flood level of 1875, and the bridge has 14 spans of 101′ 6″ each, as compared with 23 of 66′ each in the old design. The piers will offer less obstruction to the passage of floods, as they consist of two

cylinders in line, 5 feet in diameter, whereas the old piers consisted of a double row, and were 6″4″ in width. The sanctioned estimate for the bridge amounts to Rs. 4,57,101; and towards this the Local Board and the Municipality have decided to give Rs. 51,000 each in 3 instalments, or in all Rs. 1,02,000, and a further sum of Rs. 48,000 will be met from private contributions and other sources, making a total of Rs. 1,50,000, the balance being provided by Government. During the year an indent was preferred on the Director-General of Stores for India for the iron-work. Some of the cylinders have arrived, and the necessary borings have been taken, and the work of sinking will be put in hand at once, and it is hoped some progress will be made before the monsoon.

115. In the Belgaum District the timber-topped bridge over the Pandheri river, at Londa, on the road from Supa *viâ* Londa, to Khanapur and Belgaum, was completed during the year and opened to traffic. The total cost of the bridge was Rs. 18,049.

116. In the Kánara Collectorate the bridge on the Bidrali Nála, on the Sirsi-Shimoga road, was completed during the year, at a total outlay of Rs. 20,556, against the estimate of Rs. 20,559.

117. A masonry bridge over the Kalas nála, on the Poona-A'landi (Local) road, was commenced, and completed during the year. The Poona-A'landi road is an important one, specially for pilgrimage to the shrine at A'landi. The want of a bridge over the Kalas nála, with a catchment of 7 square miles, had long been felt, and this want has been supplied at an estimated cost of Rs. 8,529, of which a sum of Rs. 5,250 was contributed by Mr. Maninba valad Imambhai Jamadar Barodekar. The bridge, which is of stone masonry throughout, consists of 3 segmental arched openings, each 20′ in span, and 5′ rise, with 18″ in thickness. The piers and abutments are carried to a height of 10 feet above the nála bed; the former are 3′ thick throughout. The roadway is 17′ 9″ above the bed of the nála, and is 18′ wide between parapets.

118. Additions to the Khalumbia Nála bridge, in mile No. 9 on the Vadgaon-Shikrápur road (Local), Poona Collectorate, have been in progress. During heavy floods the two wing walls of this bridge, with the road embankments, were washed away, and thus the road was impassable for traffic. The only arch having thus been found insufficient for the waterway, the estimate provided for adding one more arch of the same dimensions as that of the existing one, *viz.*, 21′ span, 7′ rise, 2′ thickness of arch ring throughout, 6½ feet height to springing, width of roadway 20 feet between parapets. The amount of the estimate is Rs. 3,795, and the total expenditure has been Rs. 1,775.

119. Special repairs to the bridge at Waki No. 2, in the 10th mile west from Málegaon, of the Bombay-Agra road, in Khándesh, were carried out during the year. The old bridge was a wooden structure, and was in a very shaky condition. The abutments have been raised, masonry piers constructed, and the old wooden girders have been replaced by iron rolled beams of suitable section, covered by a corrugated iron platform, on which the roadway has been re-made. The width of the bridge has been increased, a new wooden rail parapet provided, and curtain walls constructed on the down-stream side of the bed to prevent scour. The cost of this work has been Rs. 3,742.

120. The bridge over the Owadi Nála, in the 25th mile of the Bombay-Agra road (measuring from Manmad), having shown signs of failure, a special repair estimate of Rs. 3,210 was prepared and sanctioned, and Rs. 967 expended; but it was then decided that a thorough reconstruction of the bridge was necessary, as the waterway was very deficient, and work on this estimate was accordingly stopped, and a fresh plan and estimate for a new bridge have now been prepared, and have lately been submitted for sanction.

121. In Sind the following road bridges were completed, or were in progress, during the year under report, from Local Funds:—

(1) A bridge to carry the Udi-Dari road over the Sonwah. Estimate Rs. 2,849; expenditure Rs. 1,164.

(2) A bridge to carry the Jacobabad-Alipur road over the Nurwáh, was partially constructed, at a cost of Rs. 1,207.

(3) Five culverts on the telegraph road from Jacobabad to Kashmor have been completed, at a cost of Rs. 3,623.

(4) A bridge over the Arorwáh was built at a cost of Rs. 1,278.

(5) A stop gate bridge over the Koraiwáh was commenced, and partially completed during the year, funds being provided partly by Government, and partly by the Local Board.

(6) A bridge over the Kur Dato, on the Sujáwal and Dost Ali road, was commenced in December 1889, but could not be completed within the year owing to there being water at the site. It is of one span of 25′, with a rise of 5′.

(7) A bridge over the Munderwah, on the Dokri and Gujhar road, was commenced in February 1890, but could not be completed within the year on account of the subsoil at the site being sandy, and the work had therefore to be stopped for some time. The bridge consists of 2 spans each 15·55′, rise 2½′; its height from the bed to

the springing line is 7′, and up to the top of the parapet 13′. The masonry is of burnt brick and lime in superstructure, and in foundations concrete with lime and burnt brick and lime.

(8) *Bridge over the Western Nára on the Badra and Chana road.*—This bridge consists of 5 arches each 30′ in span, with abutments 20′ in length, 8′ wide in superstructure at bottom, and 6′ at the springing level, and 4 piers 30′ long and 5′ wide. The height of the bridge from the bed of the canal up to the springing level is 15′, and up to the intrados of arch 24′, and up to the parapet 30′. The wings in superstructure are in length 31′—5′ thick at bottom, and 2½′ below the parapet. The foundations of the abutments and piers is in 2 footings: the first consisting of wells sunk down 10′ deep, over which the second of masonry, is to be raised 3½′ high. Two wells have been provided under each abutment, and 3 under each pier. The wings have only a layer of concrete 2′ deep, in place of wells sunk below the second footing. The roadway over the bridge is 16′ wide. The work was commenced in November 1889. The right abutment with wings was raised 13′ high. The two wells for the left abutment were sunk, and all the wells for the piers were built up with masonry, 9 of which were sunk to the proper depth; 6 of these were filled with concrete. The masonry is of burnt brick and lime. The work was in progress at the close of the year.

(9) Six bridges on certain kariahs crossing the main road from Sháhdádpur to Khaira Garhi, were built of burnt brick and lime, and completed during the year at a cost of Rs. 4,066.

(10) *Bridge over the Ghar at Lárkhána.*—This bridge consists of 5 openings, each in square measures 30′ wide. The height of the bridge from the bed of the canal to springing line is 16′ 6″, and to the top of the parapet 31′ 6″. The piers and abutments rest on wells sunk to a depth of 10 feet, and to be built of burnt brick and hydraulic mortar. The interior of the wells is to be filled with concrete and hydraulic lime, and the rest of the masonry to be of burnt brick and lime. The work of sinking wells was commenced during the year, and materials to the value of Rs. 5,230 were collected.

5.—BOAT-BRIDGES AND FERRIES.

122. Protective works for the Pargaon Ferry, Táluka Bhimthadi, in the Poona Collectorate, have been completed during the year at a cost of Rs. 2,754. As the revetment wall protecting the standards, &c., of the flying bridge on the right bank of the ferry at Pargaon got undermined by floods, and fell into ruins, certain protective works were arranged.

6.—ACCOMMODATION FOR TRAVELLERS.

123. Under this head, a dharamshála at Gothda, in the Kaira Collectorate, estimated to cost Rs. 7,077, was in progress from contributions. During the year materials were collected at a cost of Rs. 1,083.

124. The Salt Bungalow at Vengurla was, by the addition of a new room and a bath-room, converted into a travellers' bungalow, at a cost of Rs. 2,906.

125. A dharamshála at Bijápur, estimated to cost Rs. 6,284, the funds being found conjointly by the Municipality and the Local Board, was put in hand during the year, the outlay to the end of 1889-90 being Rs. 4,314.

126. The new travellers' bungalow at Dhulia in Khándesh, which was commenced in the previous year, was completed in the year at a cost of Rs. 7,226, the expenditure during the year being Rs. 3,008. The bungalow is situated on what is known as the 'Maidan.'

127. A staging bungalow at Dokri, in Sind, noticed in the last report, was completed during the year. A ramp, 8′ wide, has been built around the building, to save it from damage during floods.

III.—MISCELLANEOUS PUBLIC IMPROVEMENTS.

128. The outlay under this head was Rs. 2,55,303, sub-divided as follows:—

	Rs.
Works	1,63,672
Repairs	52,122
Establishment	35,439
Tools and Plant...	4,070
	2,55,303

The works carried out during the year have been as follows:—

1.—TOWN BUILDINGS, &c.

129. Proposals for a Government grant-in-aid towards repairing a breach in the river wall at Broach were submitted during the year, on behalf of the Municipality, and Government agreed, in consideration of the Government buildings which would be endan-

gered, if the breach was not closed, to contribute a moiety of the estimated cost, Rs. 12,435, and a grant of Rs. 6,200 was accordingly sanctioned by re-appropriation early in the year; but as the Municipality intimated that their contribution could not be paid in till January 1890, the provincial grant was withdrawn and re-appropriated to other works.

3.—PAVING AND STREETS.

130. Certain land at Vesává, in the Thána Collectorate, having been sold on 50 years' leases, for Rs. 22,425, subject to an annual assessment of Rs. 535, the Collector suggested that, having regard to the comparatively large sum realised by the sale, and the annual revenue which will be assessed, Government should sanction a reasonable sum for constructing the necessary roads to connect the sites with the road from Andheri to Vesává, which can now only be approached through heavy sand. This suggestion was approved of by Government in the Revenue Department, and plans and estimates were accordingly prepared; the latter amounted to Rs. 8,176, of which Rs. 1,306 is for cross roads leading to the sea. A provision of Rs. 8,000 was made for this work in the budget; but the question of maintenance of the roads after construction, having been referred to the District Local Board, for consideration, no reply had been received up to the close of the year, and no outlay from the grant was incurred.

5.—WATER-SUPPLY.

131. Certain improvements to the tanks at Wassad and Alindra, in the Kaira Collectorate, estimated to cost Rs. 7,925 and Rs. 2,979, were in progress, the expenditure on them during the year having been Rs. 490 and 385, respectively, from Local Funds.

132. The improvements to the tank at Mitral, alluded to in the last year's report, were completed at a total cost of Rs. 3,219, from Local Funds.

133. The water-supply works for the City of Ahmedabad, described in the last report, have been in progress during the year. The supply and pumping wells, and the pipe connections between them, have been completed. The foundations for the engine and boiler house, as well as those for the chimney and water tower, are in progress. Pipes are expected to arrive in May, and machinery in October of 1890. The expenditure during the year has been Rs. 40,690, against the sanctioned estimate of Rs. 7,90,266. The whole of the outlay is to be met from Municipal funds.

134. Improvements to the Municipal water-supply works at Ratnágiri were effected at a cost of Rs. 3,663, for the purpose of delivering water to the Lunatic Asylum, an agreement having been arrived at with the Municipality.

135. In the Dhárwár Collectorate the improvements to a well at Bhundiwád, and to the tank at Tirlápur, were completed during the year, from Local Funds.

136. The storage reservoir for the Dhulia water-supply project was in progress during the year. Particulars will be found in the Irrigation Administration Report.

137. The work of constructing wells in the Sholápur District was in progress. There are 12 wells in all, to be constructed at different villages, out of which, one at Manegaon was completed during the year, and the materials for the rest have been collected, and several wells partly excavated. The amount of the estimate is Rs. 7,241, and the expenditure has been Rs. 1,461.

6.—SEWAGE, INCLUDING DRAINAGE.

138. A complete project for the drainage of the City of Ahmedabad was submitted, and met with the approval of the Municipality. A sum of Rs. 1½ lákhs was allotted by the Municipality, in order to carry out a portion of the scheme as an experiment. However, before making a commencement, the Municipality obtained the advice of Mr. Baldwin Latham, and he recommends sectional drainage, and has been engaged to draw up a revised scheme for the portion of the city on which the experiment is to be tried. In the meantime, a contract for the bricks required for the outfall sewer has been entered into, and it is hoped the works will commence soon after the rains.

139. The drainage channels round the town of Dholka, noticed in last year's report, have been completed at a total cost of Rs. 2,915, of which Rs. 1,921 were spent in 1889-90.

7.—HARBOURS AND NAVIGATION.

140. The work of completing the Dutch Bandar wall at Surat has been in progress. It is proposed to complete the wall, constructed in 1876-77, by constructing a length of 73 feet, which was then only shored up. The new length of walling will be of concrete, brick faced, 4 feet wide at top, and 16′ 6″ at bottom, with a batter of about 2½ inches to the foot on the river side, so as to correspond with the general line of the existing wall. Rs. 676 were expended during the year in collecting materials.

141. With a view to the protection of the banks of the creek at Whittle Bandar near Dholera, and also to facilitate the loading and unloading of the native craft using the port, a timber jetty, 540 feet in length, having six gangways leading from the jetty to the wharf,

was proposed, and an experimental portion, 180 feet in length, with three gangways, was sanctioned and completed for a sum of Rs. 9,203 during the year. The work has been carried out from the Northern Group Port Funds.

142. The pier at Dábhol Bandar, alluded to in the last report, was completed at a cost of Rs. 6,983, against the estimate of Rs. 7,062.

8.—LIGHTHOUSES.

143. The new lighthouse on the Vengurla Rocks (described in previous years' reports) was completed during the year, at a total cost of Rs. 18,137. The light was exhibited for the first time on 1st March 1890.

MISCELLANEOUS.

144. The work of protection of the City of Surat from floods was in progress during the year. A large portion of the City of Surat being situated on low ground, is subject to submersion during heavy floods in the river Tápti. To protect the city, it was proposed to construct works which would effectually keep out the flood water, and the necessary plans and estimates were sanctioned in March 1886. The works were put in hand during the year from funds supplied by the Municipality, and considerable progress has been made in embanking, pitching, &c., at a total expenditure of Rs. 29,450. The sanctioned estimate amounts to Rs. 1,98,255.

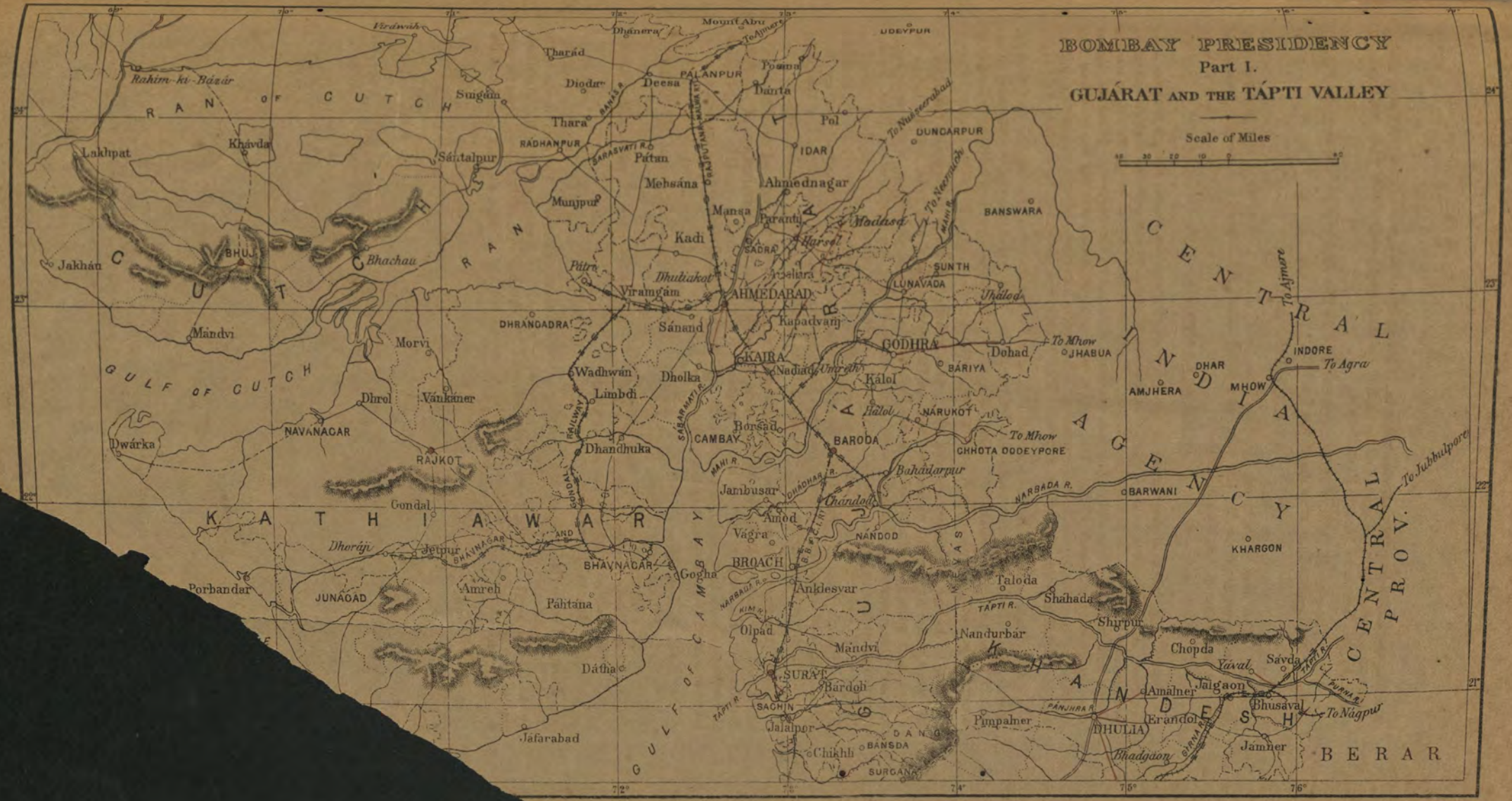
145. Improvements to the town of Dákor were commenced during the year from contributions. Much progress could not be made in this work, which is estimated to cost Rs. 22,759, owing to difficulties about land, &c. Three roads in the town were metalled, at a total expenditure of Rs. 1,870, during the year.

146. As the extramural convict gang was transferred from Bijápur to Gokák early in the year under report, the clearance work at the former place had to be continued by the few able-bodied prisoners available from the District Jail. The following works of the supplementary programme of clearance were in progress during the year :—Barrelling, kerbing, excavating gutters, spreading metal, &c., on the following roads, viz., (1) Road from Juma Masjid to Hippargi Road; (2) Road from new bazár to the Railway Station; and (3) Road from Khawas Khan's Mahal to join the Railway Station. Considerable progress was also made in cutting and removing prickly pear on Government land at Bijápur. The total outlay to end of the year was Rs. 1,92,509, against the estimated cost of Rs. 2,60,692.

147. On the occasion of the visit to Bombay of His Royal Highness Prince Albert Victor of Wales, in March 1889, it having been decided that the illumination of the Fort of Bombay should form a part of the programme for the reception of His Royal Highness, Government were pleased to direct that the following public buildings in that locality should be illuminated at the expense of Government :—

(1) Sailors' Home.
(2) Elphinstone College.
(3) University Library and Clock Tower.
(4) Paper Currency Office.
(5) Public Works Department Offices.
(6) General Post Office.

This was accordingly done in a thorough and effective manner. The total outlay to the close of the year amounted to Rs. 18,877, and was debited to a special grant of Rs. 29,000 made by the Government of India, from Imperial funds. A further sum of Rs. 1,000, from the same grant, was sanctioned for illuminating the Council Hall at Poona on the occasion of His Royal Highness's visit to that city.


BOMBAY PRESIDENCY
Part I.
GUJÁRAT AND THE TÁPTI VALLEY
Scale of Miles
RAN OF CUTCH
CUTCH
GULF OF CUTCH
KATHIAWAR
GULF OF CAMBAY
CENTRAL INDIA AGENCY
CENTRAL PROV.
BERAR
KHANDESH
GUJARAT
Rahim-ki-Bázár
Lakhpat
Khávda
Jakhán
BHUJ
Bhachau
Mándvi
Dwárka
Porbandar
Dhoráji
Jetpur
Gondal
Morvi
Vánkaner
Dhrol
NAVANAGAR
RAJKOT
JUNAGAD
Amreli
Páhtána
Dátha
Jáfarabad
Sántalpur
Suigám
Tharád
Diodar
Thara
RÁDHANPUR
Pátan
Munjpur
Mehsána
Kadi
Pátri
Viramgám
DHRANGADRA
Wadhwán
Limbdi
Dhandhuka
BHAVNAGAR
Gogha
Dhanera
Deesa
PÁLANPUR
Mount Abu
Pósina
Dánta
Pol
IDAR
Ahmednagar
Mansa
Parantij
SADRA
Harsol
Modasa
Dhuliakot
AHMEDABAD
Sánand
Kapadvanj
KAIRA
Nadiad
Dholka
Umreth
Kálol
Halol
Borsad
CAMBAY
BARODA
Jambusar
Amod
Vágra
BROACH
Anklesvar
Olpad
SURAT
Bardoli
SACHIN
Jalalpor
Chikhli
BANSDA
SURGANA
DANG
Mándvi
Nandurbár
Pimpalner
Taloda
Sháhada
Shirpur
Chopda
Yával
Sávda
Jalgaon
Amalner
Erandol
DHULIA
Bhadgaon
Bhusával
Jámner
Jhálod
SUNTH
LUNAVADA
GODHRA
Dohad
BÁRIYA
NÁRUKOT
CHHOTA OODEYPORE
Bahádarpur
Chándod
NÁNDOD
BARWANI
KHARGON
AMJHERA
DHAR
MHOW
INDORE
JHABUA
BANSWARA
DUNGARPUR
UDEYPUR
To Ajmere
To Nusseerabad
To Neemuch
To Mhow
To Agra
To Jubbulpore
To Nágpur
NARBADA R.
TÁPTI R.
PÁNJHRA R.
SÁBARMATI R.
MAHI R.
DHÁDHAR R.
BHÁVNAGAR AND GONDAL RAILWAY
BANÁS R.
SARASVATI R.
RAJPUTANA-MALWA R.
MAHI R.
PURNA R.
SÍRNA R.
Viráwáh
Rahim-ki-Bázár

BOMBAY PRESIDENCY
Part II
THE DECCAN, KONKAN AND KARNATIC
Scale of Miles
Govt Photozinco Office Poona 1890
NOTE ROADS REFERRED TO
ADMINISTRATION RE
SHOWN AS RED L
BOMBAY
ALIBAG
MURUD
JANJIRA FT
THANA
SALSETTE
BASSEIN
DAMAN
SURGANA
DHARAMPOR
JAWHAR
NASIK
Deolali
SINNAR
SANGAMNER
AHMEDNAGAR
AURANGABAD
Ajanta
Chandor
Pimpalgaon Basv
Vinchur
Niphad
Yeola
Kopargaon
Nándgaon
Chalisgaon
Pimpalner
DHULIA
Bhusaval
Jámner
Páchora
Bhadgaon
Satana
Málegaon
Kalvan
Dindori
Peint
Pardi
Bulsár
Chikhli
BANSDA
SACHIN
Umbargaon
Dahanu
Tárápur
Palghar
Máhim
Vada
Igatpuri
Agáshi
Bassein
Bhiwndi
Kalyan
Murbad
Bándra
Panvel
Uran
Karjat
Pen
Khándála
Chaul
Roha
Mángaon
Mahad
Bankot
Harnai
Dápoli
Khed
Anjanvel
Chiplun
Jaygad
Ratnágiri
Devgad
Vengurla
Mapuça
PANJIM
Mormugao
Goa
Margão
Sanguem
KARWAR
Ankola
Kumta
Honávar
Bhatkal
Sirsi
Siddápur
Hirekerur
Ranebennur
Hangal
Haveri
Karajgi
Yellápur
Kalghatgi
Lakshmeshwar
Shirhatti
Gadag
To Bellari
Dámbal
Hubli
DHARWAR
Kundgol
Navalgund
Khánapur
Saundatti
Ron
Sampgaon
BELGAUM
Bádámi
Rámdurg
Gokak
Gad Hinglaj
Chikodi
Kaládgi
Bágalkot
Hungund
Mudhol
Jamkhandi
Athni
Bágevádi
Muddebihal
Kurundvád
Rájápur
Viziadurg
KOLHAPUR
Vita
Tásgaon
Sángli
Miraj
Peth
Ashta
Atpádi
Sangola
Mangalvedha
Pandharpur
Dahivadi
Málsiras
Vádhi
Phaltan
Indapur
Supa
Jejuri
Yeola
Shrigonda
Karjat
Karmala
Barsi
Madha
Shevgaon
Nevása
Ráhuri
Akola
Igatpuri
Vada
Jámkhed
Sindgi
BIJÁPUR
Indi
Akalkot
SHOLÁPUR
To Hyderabad
To Madras
To Bangalore
To Bellari
Huvinvadi
Vasai
Panvel
Kalyan
Thana
Jumnar
Murbad
Shahápur
Bhiwndi
Kalyan
Vadgaon
Talegaon Dhamdhere
Khed
Sirur
Púrner
Khed
Yerravda
Poona
Supa
Baramati
Jejuri
Lonand
Phaltan
Wai
Mahad
Korégaon
Satára
Rahimatpur
Aundh
Patan
Vita
Tásgaon
Peth
Ashta
Sángli
Miraj
Kurundvád
Kolhapur
Rájápur
Devgad
Vengurla
Mapuça
Goa
Margão
Sanguem
Khánapur
Navalgund
Saundatti
Sampgaon
Belgaum
Bádámi
Rámdurg
Gokak
Gad Hinglaj
Chikodi
Kaládgi
Bágalkot
Hungund
Mudhol
Jamkhandi
Athni
Bágevádi
Muddebihal
Sindgi
Bijápur
Indi
Akalkot
Sholápur
Mangalvedha
Sangola
Pandharpur
Dahivadi
Málsiras
Vádhi
Phaltan
Indapur
Supa
Jejuri
Yeola
Shrigonda
Karjat
Karmala
Barsi
Madha
Shevgaon
Nevása
Ráhuri
Akola
Igatpuri
Vada
Jámkhed
Sindgi
Bijápur
Indi
Akalkot
Sholápur
To Hyderabad
To Madras
To Bangalore
To Bellari
Huvinvadi
Vasai
Panvel
Kalyan
Thana
Jumnar
Murbad
Shahápur
Bhiwndi
Kalyan
Vadgaon
Talegaon Dhamdhere
Khed
Sirur
Púrner
Khed
Yerravda
Poona
Supa
Baramati
Jejuri
Lonand
Phaltan
Wai
Mahad
Korégaon
Satára
Rahimatpur
Aundh
Patan
Vita
Tásgaon
Peth
Ashta
Sángli
Miraj
Kurundvád
Kolhapur
Rájápur
Devgad
Vengurla
Mapuça
Goa
Margão
Sanguem
Khánapur
Navalgund
Saundatti
Sampgaon
Belgaum
Bádámi
Rámdurg
Gokak
Gad Hinglaj
Chikodi
Kaládgi
Bágalkot
Hungund
Mudhol
Jamkhandi
Athni
Bágevádi
Muddebihal
Sindgi
Bijápur
Indi
Akalkot
Sholápur
Mangalvedha
Sangola
Pandharpur
Dahivadi
Málsiras
Vádhi
Phaltan
Indapur
Supa
Jejuri
Yeola
Shrigonda
Karjat
Karmala
Barsi
Madha
Shevgaon
Nevása
Ráhuri
Akola
Igatpuri
Vada
Jámkhed

BOMBAY PRESIDENCY
Part III
SIND AND CUTCH
Scale of Miles
NOTE.—ROADS REFRRED TO IN THE ADMINISTRATION REPORT ARE SHOWN AS RED LINES
Govt Photozinco. Office, Poona, 1890
GANDAVA
From Gandava
From Sibi
To Dádar
KHANDAHAR STE RY
JACOBABAD
Thul
Garhi Khaira
SHIKARPUR
Kashmor
To Mittankot
INDUS R.
Ubauro
To Sabzalkot
To Peshawar
PANJAB
Ghotki
Mirpur
Pano Akil
Shahdádpur
Garhi Yásin
Rato-dero
Sukkur
Dostali
Kambar
Nardero
Rohri
Sangrar
Ghaibi-dero
Larkana
KHAIRPUR
Wárah
Bákráni
Mehar
Tharari
Khairpur Nátheshah
Kakar
Kandiáro
To Jeysulmere
JEYSULMERE
Dádu
Johi
Naushahro
Moro
Daulatpur
Sehwan
Kazi Ahmed
Sakrand
Sánghar
Rámán
Mánjhand
Hála
Shahdádpur
Tando Adam
Khipra
Khahi
Mirpur Khás
Tando Alahyar
Gadra
To Jodhpore
UMARKOT
Thano Bula Khan
Kotri
HYDERABAD
Postal Road
Tando Muhammad Khán
Nabisur
Cháchra
To Sonmiani
Jerruck
Dighri
Jhuda
KARACHI
N. W. RY.
Nawakot
Mitti
Islámkot
Bágo Tando
Mirpur Batoro
Tatta
Badin
Virávah
Sujawal
Dipla
Mirpur Sákro
INDUS R.
Moghul Bhin
Nagar Párkar
Rahim-ki-Bázár
Suigám
MOUTHS OF THE RIVER INDUS
Keti Bandar
Sháhbandar
RAN OF CUTCH
Basta Bandar
Khávda
Gadra
Jatáváda
Lakhpat
Luna
Náráyan Sarúyar
Adesar
KHORI R.
Nakhatrána
Bhacháu
Naliya
BHUJ
Paddhár
Jakháu
Anjár
Rápur
Sabrái
Vira
Mándvi
Mundra
Morvi
GULF OF CUTCH
Vánkáner
Dhrol
NAVÁNAGAR
RAJKOT
Dwárka
Gondal
Dhoráji
Jetpur
Porbandar
JUNAGAD

SUPPLEMENT

TO THE

ADMINISTRATION REPORT OF CIVIL WORKS

OF THE

PUBLIC WORKS DEPARTMENT,

BOMBAY PRESIDENCY,

FOR THE YEAR 1889-90.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

STATEMENT

OF

LOCAL FUND AND MUNICIPAL ROADS

FOR THE YEAR

1889-90.

Statement showing the Mileage and Progress of LOCAL FUND ROADS maintained by Civil Agency in the Bombay Presidency for the year 1889-90.

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
	(1)—ROADS, METALLED, BRIDGED AND DRAINED THROUGHOUT.							Rs.	Rs.	
	NORTHERN DIVISION.									
Surat	Road from Hope Bridge to Ránder .	1	2,640	.....		1	2,640	2,108	589	
	Do. from Kentish to Guviar ...	4	2,640	.....		4	2,640	Not known.	1,031	
	Do. from Surat Railway Station to Ashwinikumár	1	2,640	.....		1	2,640	7,715	903	
	Do. from Surat to Ashwinikumár-Kátargam-Fulpada Road ...	2	0	.....		2	0	2,255	674	
	Do. from Kentish to Gordor ...	1	2,640	.....		1	2,640	Not known.	217	
	Do. from Athwa Gate to Kentish...	1	2,640	.....		1	2,640	Do.	811	
	Do. from Variav Gate to Siganpur.	2	0	.....		2	0	Do.	298	
	Do. from Kim to Tadkesar ...	9	0	.....		9	0	8,117	1,736	
	Do. from Olpád to Sáyan... ...	9	0	.....		9	0	Not known.	1,090	
	Do. from Olpád to Ránder ..	6	2,640	1	2,640	8	0	Do.	1,662	
	Do. from Navsári Station to Jalálpor Kanbiwad	1	3,960	.....		1	3,960	7,826	638	
	Do. from Chikhli to Bánsda, including Chikhli to Ránveri Road	2	0	8	3,960	10	3,960	22,209*	1,977	* Besides this amount some more money has been expended from Provincial Funds.
	Total, Surat District ...	42	3,960	10	1,320	53	0	.....	.....	
Broach	Road from Broach to Kukerwada ...	2	0	.....		2	0	427	853	
	Total, Broach District ...	2	0	.....		2	0	.....	.....	
	Carried over ...	44	3,960	10	1,320	55	0	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
	Brought forward ...	44	3,960	10	1,320	55	0	.....	.....	
	(1)—ROADS, METALLED BRIDGED AND DRAINED THROUGHOUT—*continued.*									
	NORTHERN DIVISION—*concluded.*									
Thána	Borivli to Bándora-Ghodbandar Road.	0	3,485	.....		0	3,485	Not known.	158	
	Kondivte Road	0	2,112	.....		0	2,112	Do.	97	
	Andheri Station to Bándora-Ghodbandar Road	0	950	.....		0	950	Do.	56	
	Sháhápur-Wafaganga Road... ...	0	2,640	.....		0	2,640	Do.	65	
	Pudga-Borivli Road	0	2,640	.....		0	2,640	Do.	87	
	Nirmal Road from Wadkhunti to the Roman Catholic Church	.....		1	0	1	0	Do.	90	
	Road from Turkhud to Chowbedi....	1	0	.....		1	0	2,067	815	
	Bassein-Gerny Road	2	0	.....		2	0	Not known.	295	Part of this road is a muram road, and is in progess of being metalled.
	Total, Thána District ...	5	1,267	1	0	6	1,267	... ..	.....	
	TOTAL, NORTHERN DIVISION ...	49	5,227	11	1,320	61	1,267	.....	.....	
	SOUTHERN DIVISION.									
Belgaum ...	Road from Belgaum to Sháhápur ...	0	1,980	.....		0	1,980	Not known.	199	
	Do. from Belgaum to Kanbergi ...	3	2,640	.....		3	2,640	888	259	
	Do. from Belgaum Jail to meet Kolhápur Road	0	4,250	.....		0	4,250	2,385	90	
	Do. from Kapleshvar to meet Dhárwár Road	0	1,750	.....		0	1,750	.....	57	
	Total, Belgaum District ...	5	60	.....		5	60	.....	.....	

Kánara	Road from Chigalli to Kavalkope ...	1	0	.....	1	0	500	60	
	Total, Kánara District ...	1	0	.....	1	0	.....	.....	
Dhárwár	Road from Motebinnur to Byádgi ...	3	0	.....	3	0	410	417	
	Total, Dhárwár District ...	3	0	.....	3	0	.....	.....	
Sátára	Budhawár Náka Road	1	0	.....	1	0	182	95	Original cost cannot be ascertained.
	Total, Sátára District ...	1	0	.....	1	0	.....	.....	
	TOTAL, SOUTHERN DIVISION ...	10	60	.....	10	60	.....	.....	
	Total (I).—Roads, metalled, bridged and drained throughout...	60	7	11 1,320	71	1,327	.....	.....	
	II.—ROADS, METALLED AND DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.								
	NORTHERN DIVISION.								
Ahmedabad ...	Road from Delhi Gate, Ahmedabad, to Dadhesvar	1	450	....	1	450	7,305	395	Average for 4 years.
	Do. from Astoria Gate, Ahmedabad, to the Roza of Shah Alum...	1	1,760	.....	1	1,760	11,914	254	
	Do. from the Kankaria Tank, Ahmedabad, to the Shah Alum Road	0	3,500	.....	0	3,500	12,894	129	
	Do. from the Ellis Bridge, Ahmedabad, to Dhuliakot Jail (called Fernandes Road) ...	0	2,400	.....	0	2,400	9,409	20	Average for 4 years.
	Do. from Viramgám Rahiapuri Gate, to the Railway Crossing ...	0	3,200	.....	0	3,200	10,006	311	
	Carried over ...	4	750	.....	4	750	.....	.....	
		60	7	11 1,320	71	1,327	.....	.....	
	Carried over Total of I ...	60	7	11 1,320	71	1,327	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile. Rs.	Average annual Cost of Maintenance and Repairs in the last five years. Rs.	Remarks.
		60	7	11	1,320	71	1,327	.. ...	.....	
	Brought forward ...	60	7	11	1,320	71	1,327	.....	.....	
		4	750	.....		4	750	.....	.....	
	II.—ROADS, METALLED AND DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED—*continued.*									
	Northern Division—*concluded.*									
Ahmedabad —*concluded.*	Road from Viramgám Railway Crossing near Bhorwadi Gate towards Dekáváda	0	900	.....		0	900	17,236	143	
	Do. from Bhorwadi and Golwadi Gates to the Railway Station.	0	2,500	.....		0	2,500	18,161	344	Average for 4 years.
	Do. from Barudi Gate to the Travellers' Bungalow... ...	0	1,650	.....		0	1,650	9,235	158	
	Do. from Galwadi Gate to Munsari Gate near city walls ...	0	2,470	.....		0	2,470	3,198	233	Average for 3 years.
	Do. from Galwadi Gate to Bhorwadi Gate near city walls.	0	1,550	.....		0	1,550	.....	177	Average for 3 years.
	Total, Ahmedabad District...	5	4,540	.....		5	4,540	.....	.....	
	Total, Northern Division...	5	4,540	.....		5	4,540	.....	.....	
	Southern Division.									
Belgaum ...	Road from Khánápur to Talevadi ...	18	0	.....		18	0	132	680	
	Do. from Khánápur to Jamboti ...	12	0	.....		12	0	352	467	
	Do. from Hemadgi to Tinaighát ..	3	0	.....		3	0	4,004	322	

	Do. from Nandgod to Halsi ...	3	0	.....	3	0	941	116	
	Do. from Bidi to Kittur	3	0	.....	3	0	60		
	Total, Belgaum District...	39	0	.....	39	0	.....	.....	
	TOTAL, SOUTHERN DIVISION...	39	0	.....	39	0	.....	.....	
	CENTRAL DIVISION.								
Khándesh ...	Sávda-Faizpur Road	2	0	.....	2	0	8,000	2,675	No proper information received from Civil Department as regards average cost of maintenance.
	Taloda-Hatoda Road	0	3,960	0 600	0	4,560	4,398	67	
	Total, Khándesh District...	2	3,960	0 600	2	4,560	.....	.....	
	TOTAL, CENTRAL DIVISION..	2	3,960	0 600	2	4,560	.....	.....	
	Total (II).—Roads, metalled and drained throughout, but the large rivers not bridged ...	47	3,220	0 600	47	3,820	.....	.....	
	III.—MURAM ROADS, BRIDGED AND DRAINED THROUGHOUT.								
	NORTHERN DIVISION.								
	Anik-Mahul Road	1	0	.....	1	0	Not known.	197	
	Kalyán-Vadowh Road	0	2,640	1 2,640	2	0	675	147	In progress of being metalled.
	Kalyán-Payadhuni Road	0	528	0 370	0	898	650	73	
Thána	Budlapur-Ulhas River Road ...	0	3,115	0 581	0	3,696	500	92	
	Ulhas to Kulgaon Road	0	2,006	0 158	0	2,164	525	41	
	Karjat-Dahiwali Road	0	3,168	.....	0	3,168	214	148	
	Kalgan-Waldhun Road	0	3,062	0 898	0	3,960	625	253	
	Total, Thána District ...	3	3,959	1 4,647	5	3,326	.....	.....	
	Road from Navsári frontier to Kabilpur Junction, including Kaliawari Dispensary branch, 1 Culvert	1	1,320	.....	1	1,320	4,251	503	In process of being gravelled.
Surat	Do. from Navsári Station to Aut 11 Culverts...	1	3,960	5 1,320	7	0	1,313	278	Do.
	Carried over ...	3	0	5 1,320	8	1,320	.....	.....	
		111	1,906	13 1,287	124	3,193	.....	.....	
	Carried over Totals, I and II ...	107	3,227	11 1,920	118	5,147	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		111	1,906	13	1,287	124	3,193	Rs.	Rs.	
	Brought forward ...	107	3,227	11	1,920	118	5,147	.....	.....	
		3	0	5	1,320	8	1,320	.....	.....	
	III.—MURAM ROADS, BRIDGED AND DRAINED THROUGHOUT —*continued.*									
	NORTHERN DIVISION—*concluded.*									
	Road from Matwad Karádi to Ugat, 15 Culverts	1	1,760	14	1,760	15	3,520	833	428	In process of being gravelled.
	Do. from Abrama to Amalsád, 10 Culverts	2	0	3	0	5	0	4,396	253	Do.
	Do. from Panar to Amalsád, 6 Culverts	0	1,760	2	0	2	1,760	1,990	74	Do.
	Do. from Amalsád Station to Amalsád Village, 2 Culverts	0	2,640	.....		0	2,640	Not known.	60	Do.
	Do. from Kabilpur junction to Ambica River, Bridges and 18 Culverts.	2	0	7	0	9	0	3,443	354	Do.
Surat	Do. from Satim to Astagam, 4 Culverts	0	2,640	4	0	4	2,640	332	148	Do.
	Do. from Jamalpur to Sálej, 6 Culverts	0	3,520	5	0	5	3,520	1,129	228	Do.
	Do. from Adda to Sapa, 2 Culverts	.....		2	3,520	2	3,520	379	75	Do.
	Do. from Bulsár to Par River ...	4	2,640	.....		4	2,640	122	836	
	Do. from Chikhli to Matwad ...	3	3,960	5	0	8	3,960	6,572	711	In progress of being muramed.
	Do. from Chikhli to Hand, including Chikhli to Dungri Road.	2	0	1	0	3	0	3,035	137	Do
	Do. from Párdi to Par River ...	2	0	.....		2	0	8,033	285	
	Do. from Párdi to Bagwada ...	2	0	4	0	6	0	3,175	454	

	Do. from Párdi to Railway Station.	2	0	.....		2	0	Not known.	296
	Total, Surat District ...	26	3,080	53	1,320	79	4,400	.....	.....
	TOTAL, NORTHERN DIVISION ...	30	1,759	55	687	85	2,446	.....	.....
	SOUTHERN DIVISION.								
Belgaum ...	Road from Kittur to Tadkod ...	4	0	.....		4	0	.....	219
	Do. from Desur to meet Kaládgi Road	1	2,640	.....		1	2,640	260	55
	Do. from Kittur to meet Dhárwár Road	1	0	.....		1	0	Not known.	53
	Do. from Nesurgi to the travellers' bungalow	1	0	.....		1	0	.....	55
	Do. from Bailhongal to Bailur ...	21	0	.....		21	0	Not known.	2,000
	Total, Belgaum District ...	28	2,640	.....		28	2,640	.....	.....
Kánara ...	Road from Mankibail to Siddápur *viâ* Dodamane ...	9	0	.....		9	0	67	599
	Do. from Mudgeri to Chitakule ...	2	0	.....		2	0	Not known...	109
	Do. from Majali to Mudgeri ...	2	0	.....		2	0	Do. ...	156
	Do. from Mudgeri to Asnoti ...	2	0	.....		2	0	Do. ...	99
	Total, Kánara ...	15	0	.....		15	0	.....	.....
Dhárwár ...	Road from Kittur to Agadi	12	0	.....		12	0	419	752
	Do. from Dhárwár to Annigeri in the Dhárwár Táluka ...	11	0	.....		11	0	2,502	747
	Do. from Attikol to Saptapur ...	1	2,640	.....		1	2,640	65	95
	Do. from Narendra to Kelgeri ...	5	0	.....		5	0	59	304
	Do. from Mommigatti to Tadkod...	6	0	.....		6	0	166	388
	Do. from Mugad to Tinaighat ...	0	2,640	.....		0	2,640	100	86
	Do. from Dhárwár to Navalgund...	1	2,640	.....		1	2,640	2,352	78
	Do. from Dhárwár to Kelgeri ...	1	2,640	.....		1	2,640	110	181
	Navalur Junction, Poona-Harihar Road	0	2,640	.....		0	2,640	383	34
	Agadi-Kotgondhunsi Road ...	3	0	1	2,640	4	2,640	1,899	320
	Road from Bankápur to Kerkikop...	13	0	.....		13	0	153	897
	Do. from Karajgi to Jangamankop..	3	2,640	.....		3	2,640	848	284
	Do. from Tavargi to Tumminakatti.	15	2,640	.....		15	2,640	186	1,396
	Cantonment Roads	3	0	.....		3	0	Not known...	177
	Total, Dhárwár ...	77	2,640	1	2,640	79	0	.....	.....
	Carried over ...	258	4,986	67	5,247	326	4,953	.....	.....
	Carried over Totals, I and II ...	107	3,227	11	1,920	118	5,147	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
	Brought forward ...	258	4,986	67	5,247	326	4,953	Rs.	Rs.	
		107	3,227	11	1,920	118	5,147	.....	.....	
	III.—MURAM ROADS, BRIDGED AND DRAINED THROUGHOUT —*continued.*									
	SOUTHERN DIVISION—*concluded.*									
Kolába ...	Road from Mahád to Nate ...	4	2,640	.....		4	2,640	555	568	
	Do. from Uran to Karanja ...	4	0	.....		4	0	Not known...	577	
	Total, Kolába District ...	8	2,640	.....		8	2,640	.....	.....	
	TOTAL, SOUTHERN DIVISION ...	129	2,640	1	2,640	131	0	.....	.....	
	CENTRAL DIVISION.									
Sholápur ...	Road from Jeur to Karmála ...	11	0	.....		11	0	4,917	1,320	
	Total, Sholápur District ...	11	0	.....		11	0	.....	.....	
	Total, Central Division ...	11	0	.....		11	0	.....	.....	
	SIND DIVISION.									
	JERRUCK SUB-DIVISION.									
	Tatta Táluka.									
Karáchi Canals ...	Road from Tatta to Jungshahi ...	13	0	.....		13	0	Not known...	208	
	Total, Tatta Táluka ...	13	0	.....		13	0	.....	.....	
	Total, Sind Division ...	13	0	.....		13	0	.....	.....	
	Total, (III), Muram Roads, bridged and drained throughout	183	4,399	56	3,327	240	2,446	.....	.....	

	IV.—MURAM ROADS, DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.							
	NORTHERN DIVISION.							
Surat	Road from Godakhadi to Motichur...	8	0	.....	8	0	86	222
	Dó. from Tarsada Bargama to Jamankuva	1	2,640	.....	1	2,640	196	.....
	Do. from Tadkesar to Mándvi ...	18	0	.....	18	0	3,129	2,690
	Do. from Hansapur jùnction to Abrama, Culverts, No. 5.	2	0	3 0	5	0	653	158
	Do. from Kabilpur junction to Purna River, Bridge and Culverts, No. 7 ...	1	1,320	4 1,320	5	2,640	8,078	267
	Do. from Jalálpor to Eru *viâ* Purneshwar	0	3,960	1 1,320	2	0	1,283	118
	Do. from Udváda to the Railway Station	3	2,640	.....	3	2,640	1,084	340
	Do from Wapi to Dungra ..	1	0	3 0	4	0	2,974	241
	Total, Surat District ...	36	0	11 2,640	47	2,640	.....	.....
Kaira	Road from Mátar to Kaira .., ...	2	2,640	.....	2	2,640	Not known...	460
	Total, Kaira District ...	2	2,640	.....	2	2,640	.....	.....
	Total, Northern Division ...	38	2,640	11 2,640	50	0	.....	.....
	SOUTHERN DIVISION.							
Belgaum	Road from Belgaum to Rámghát ...	30	0	.....	30	0	Not known...	1,204
	Do. from Piranvádi to Chorla up to Kasmali in the Belgaum Táluka	10	2,640	.....	10	2,640	Do. ...	314
	Carried over ...	40	2,640	.....	40	2,640	.....	.....
		329	4,986	79 2,607	409	2,313	.....	.....
	Carried over Totals, I, II and III	291	2,346	67 5,247	359	2,313	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		329	4,986	79	2,607	409	2,313	.....	.....	
	Brought forward ...	291	2,346	67	5,247	359	2,313	.....	.....	
		40	2,640	.....		40	2,640	.....	.....	
	IV.—MURAM ROADS, DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED—*continued.*									
	SOUTHERN DIVISION—*continued.*									
	Road from Piranvádi to Chorla up to Kasmali in the Khánápur Táluka	20	0	.....		20	0	Not known ..	599	
	Do. from Chikodi to Kurundvád ...	14	0	.....		14	0	Do. ...	861	
	Do. from Saundalgi to Borgaon ...	18	0	.....		18	0	400	900	
	Do. from Chikodi to Hukeri ...	14	0	.....		14	0	Not known.	699	
	Do. from Hukeri to Yamkanmardi.	7	0	.....		7	0	232	1,165	
	Do. from Athni to Bijápur ...	21	0	.....		21	0	Not known.	2,018	
Belgaum ...	Do. from Gokák to Athni ...	12	0	.....		12	0	Do. ...	316	
	Do. from Gokák to Arbhavi ...	3	0	.....		3	0	Do. ...	150	
	Do. from Athni to Satti ...	12	0	.....		12	0	316	649	
	Do. from Gokák to Marihal ...	26	0	.....		26	0	Not known.	2,000	
	Talevádi Road	3	0	.....		3	0	Do. ...	69	
	Road from Kowdal to Honkal ...	3	0	.....		3	0	Do. ...	99	
	Chorlaghát Road	3	0	.....		3	0	Do. ...	65	
	Road from Murgod to Bidi	21	0	.....		21	0	Do. ...	1,189	
	Do. from Manoli to Saundatti ...	7	0	.....		7	0	889	557	
	Total, Belgaum District ...	224	2,640	.....		224	2,640	.....	.....	

Bijápur	Sholápur-Bellary road from Hallsangi to Hungund	92	2,640	.....		92	2,640	.....	2,000	Partly drained and only one Nála bridged near 63rd mile.
	Total, Bijápur District ..	92	2,640	.....		92	2,640	.....	.....	
Kánara ...	Coast road from Amadalli to Honávar, *viâ* Bankikodla, Gokarn and Kumta	37	3,880	.....		37	3,880	Not known.	1,729	
	Road from Ankola to Devtikol *viâ* Hiregutti, Mirjan, Chandavor, Honávar, Bhatkal, &c. ...	64	0	.....		64	0	Not known.	2,489	
	Do. from Siddápur to Mysore Frontier	5	0	.....		5	0	261	120	
	Do. from Siddápur to Manemane .	9	0	.....		9	0	22	168	
	Do. from Siddápur to Kangod ...	6	0	.....		6	0	17	120	
	Do. from Menshi to Kalmane ...	8	2,640	.....		8	2,640	29	283	
	Do. from Bilgi to Rambapur ...	8	1,760	.....		8	1,760	Not known.	200	
	Do. from Dodamane to Surgul ...	4	2,640	.....		4	2,640	97	198	
	Do. from Balkop to Nilkund ...	3	2,640	.....		3	2,640	200	150	
	Do. from Siddápur to Nilkund ...	20	0	.....		20	0	656	1,333	
	Do. from Siddápur to Mankibyle...	18	0	.....		18	0	538	650	
	Do. from Ballekop to Kolgebis ...	8	0	.....		8	0	Not known.	200	
	Do. from Sirsi to Sonda *viâ* Hallekal	14	830	.....		14	830	219	415	
	Do. from Kengeri to Santpur ...	2	0	.....		2	0	202	50	
	Do. from Katur to Umachgi ...	18	0	.....		18	0	62	280	
	Do. from Halekal to Menshi ...	14	0	.....		14	0	Not known.	280	
	Do. from Ajilbil to Bulgar ...	4	0	.....		4	0	Do. ...	100	
	Do. from Kurshi to Devanhalli ...	6	0	.....		6	0	63	200	
	Do. from Kolgebis to Hirur ...	4	0	.....		4	0	Not known.	145	
	Do. from Banwashi to Malgi ...	11	0	.....		11	0	91	440	
	Do. from Hilun to Sirsi *viâ* Wádighát	36	0	.....		36	0	Not known.	418	
	Do. from the junction of the Koney Sezwad Road to Bingi pier *viâ* Bingighát	3	0	.....		3	0	Do. ...	113	
	Do. from Koney to Gudchalli ...	5	0	.....		5	0	Do. ...	46	
	Carried over ...	309	3,830	.....		309	3,830	.....	.....	
		646	4,986	79	2,607	726	2,313	.....	.....	
	Carried over Totals, I, II and III ...	291	2,346	67	5,247	359	2,313	.....	.....	

LOCAL FUNDS ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		646	4,986	79	2,607	726	2,313	.....	.....	
	Brought forward ...	291	2,346	67	5,247	359	2,313	.....	.....	
		309	3,830	.....		309	3,830	.....	.....	
	IV.—MURAM ROADS, DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.—*continued.*									
	SOUTHERN DIVISION—*continued.*									
Kánara... ...	Road from Sezwad to Amadali *viâ* Hayder Ghát	8	0	.....		8	0	Not known.	232	
	Do. from Sadáshivgad to Kadra ...	21	0	.....		21	0	Do. ...	653	
	Do. from Sezwád to Bellur ...	8	0	.....		8	0	Do. ...	57	
	Do. from Chandia to Kodar ...	5	0	.....		5	0	Do. ...	57	
	Do. from Sezwad to Idgundi *viâ* Kaiga Ghát	42	0	.....		42	0	Do. ...	1,115	
	Do. from Ramangulli to Kodlegade.	3	0	.....		3	0	500	96	
	Do. from Avarsa to Tergamet ...	2	0	.....		2	0	Not known.	45	
	Do. from Bellikeri to Hattikeri ...	2	0	.....		2	0	72	49	
	Do. from Gundbala to Agsur ...	3	2,640	.....		3	2,640	203	97	
	Do. from Hittal Kargadi to Magodi	6	0	.....		6	0	115	117	
	Do. from Balgar to Idgundi ...	4	0	.....		4	0	150	250	Constructed in 1888-89.
	Do. from Mundgod to Indur ...	7	0	.....		7	0	100	240	
	Do. from Haliyál to Kavalvad ...	12	0	.....		12	0	381	550	
	Do. from Haliyál to Santmani ...	5	0	.....		5	0	210	238	
	Do. from Bhagvati to Powtalli ...	18	0	.....		18	0	Not known.	397	
	Do. from Ulvi to Kumbarváda ...	13	0	.....		13	0	231	207	
	Do. from Usoda to Anmod *viâ* Jagalbet	18	2,640	.....		18	2,640	Not known.	547	

	Road from Kodgerni to Yermaki ...	13	0	.....	13	0	170	135	Constructed in 1888-89.
	Herur Lucky Sawal Balur Road ...	9	0	.....	9	0	133	320	Do. in 1889-90.
	Kadra Road to Karka Road ...	1	0	.....	1	0	100	100	Do. do.
	Road from Guidanadi to Castle Rock.	3	0	.....	3	0	54	162	
	Total, Kánara District ...	513	3,830	.....	513	3,830	.....	.....	
	Gotgodi-Dhunsi Road	2	3,960	.....	2	3,960	Not known...	270	
	Dhárwár-Annigeri Road in the Hubli Táluka	10	0	.....	10	0	2,502	98	
	Sherewad-Kundgol Road	2	1,320	.....	2	1,320	2,161	176	
	Hubli-Byahatti Road	2	0	7 0	9	0	32	88	
	Kalghatgi-Kudligi Road	8	0	.....	8	0	136	215	
	Hubli-Hulkop road	5	2,640	.....	5	2,640	49	100	
	Mishrikoti Branch Road	2	0	.....	2	0	345	45	
Dhárwár ...	Roads in the town of Kalghatgi ...	1	2,640	.....	1	2,640	326	99	
	Advisomapur branch Road	1	3,960	.....	1	3,960	534	122	
	Mundargi-Korlhalli Road	6	0	.....	6	0	814	99	
	Road on Bhishma Tank	0	3,960	.....	0	3,960	238	33	
	Karajgi-Agadi Road	3	0	.....	3	0	85	284	
	Alur branch Road	11	0	.....	11	0	22	50	
	Bamanhalli branch Road	3	0	.....	3	0	363	50	
	Shigaon-Mundargi Road	7	2,640	.....	7	2,640	871	447	
	Misrikoti-Riginkeri Road	.....		1 3,960	1	3,960	Not known...	135	
	Total, Dhárwár District ...	67	0	8 3,960	75	3,960	.....	.....	
	Road from Alíbág to Revdánda ...	7	3,960	.....	7	3,960	2,322	1,779	
	Do. from Pen to Khárápada ...	8	0	.....	8	0	Not known...	1,416	
Kolába ...	Do. from Tale to Malathe ...	4	2,640	.....	4	2,640	Do. ...	330	Average of 4 years only.
	Do. from Khandad to Nizámpur ...	6	0	.....	6	0	Do. ...	439	
	Do. from Nizámpur to Birwadi ...	2	2,640	.....	2	2,640	Do. ...	143	
	Total, Kolába District ...	28	3,960	.....	28	3,960	.....	.....	
	Road from Chiplún to Ibrahimpur...	10	1,320	.....	10	1,320	Not known...	446	
	Do. from Dápoli to Soweli ...	22	0	.....	22	0	Do. ...	287	
Ratnágiri ...	Do. from Phonda to Málvan *viâ* Ramgad	36	2,640	.....	36	2,640	Do. ...	568	These are the cost of maintenance in 1889-90. The average of 5 years not known.
	Do. from Málvan to Sukalvad ...	17	0	.....	17	0	Do. ...	239	
	Do. from Chauki to Nerur Ferry...	7	0	.....	7	0	Do. ...	192	
	Total, Ratnágiri District ...	92	3,960	.....	92	3,960	.....	.....	
	Carried over ...	1,349	896	88 1,287	1,437	2,183	.....	.....	
	Carried over Totals, I., II. and III.	291	2,346	67 5,247	359	2,313	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought forward ...	1,349 896	88 1,287	1,437 2,183	.....	.....	
		291 2,346	67 5,247	359 2,313	.....	.....	
	IV.—MURAM ROADS, DRAINED THROUGHOUT BUT THE LARGE RIVERS NOT BRIDGED—*continued.*						
	SOUTHERN DIVISION—*concluded.*						
Sátára	Karád-Masur Road	8 0	.....	8 0	Not known...	448	
	Sátára-Parali Road	6 0	.....	6 0	2,276	483	
	Sátára-Kondne Road	3 0	.....	3 0	426	200	
	Nagewadi-Limb Road	2 0	.....	2 0	251	153	
	Sátára-Yewateshwar Road	4 0	.....	4 0	749	173	
	Yewateshwar-Kas Road	11 0	.....	11 0	Not known...	151	
	Verye-Akla Road	5 0	.....	5 0	580	93	
	Kenhere-Kas Road	7 0	.....	7 0	73	77	
	Mahardare-Yewateshwar Road ...	1 0	.....	1 0	37	57	
	Godawli-Wadhe Road	1 2,640	.....	1 2,640	Not known...	49	
	Sátára-Sangaon Road	2 0	.....	2 0	Do. ...	38	
	Wái-Kowthe Road	2 2,640	.....	2 2,640	81	59	
	Medha-Kudál Road	8 0	.....	8 0	1,150	352	
	Vita-Pusesávli Road	22 0	.....	22 0	18	345	
	Vita-Kundal Road	6 0	11 0	17 0	130	.....	Extensions 3½ miles.
	Nahvi-Deur Road	24 0	.....	24 0	263	730	
	Shirambe-Rahimatpur Road ...	3 0	.....	3 0	613	175	
	Pimpode-Adarki Road	5 0	.....	5 0	120	422	
	Sap-Rahimatpur Road	2 0	.....	2 0	90	183	
	Miraj-Pandharpur Road	10 2,640	.....	10 2,640	98	462	

	Tásgaon-Bhoso Road	5	0	.....		5	0	Not known ...	242	
	Pusesávli-Shingnápur Road... ...	34	0	.....		34	0	168	1,175	
	Total, Sátára District ...	172	2,640	11	0	183	2,640	.....	.....	
	TOTAL, SOUTHERN DIVISION ...	1,191	3,830	19	3,960	1,211	2,510	.....	.....	
	CENTRAL DIVISION.									
Ahmednagar ...	Sangamner-Talegaon Road	4	0	.....		4	0	Not known...	447	Average for 2 years. Construction not in progress. Figures for the cost of completed construction not available. Rs. 150 were expended for repairs to this road during three years.
	Road from Shrígonda Mámlatdár's Office to Kharda-Kashti Road ...	0	2,640	.....		0	2,640	*1,274	50	* Rs. 974 were spent in 1888-89, and Rs. 300 were spent in 1889-90.
	Total, Ahmednagar District ...	4	2,640	.....		4	2,640	.....	.....	
Sholápur ...	Road from Mohol to Pandharpur ...	24	0	.....		24	0	Not known...	1,071	
	Do. from Sholápur to Pandharpur.	38	0	.....		38	0	625	965	
	Do. from Sholápur to Bársi ...	42	0	.....		42	0	1,329	2,262	
	Do. from Bársi Road Station to Tembhurni	15	0	.....		15	0	331	615	
	Do. from Pandharpur to Sátára ...	26	0	.....		26	0	913	991	
	Do. from Pandharpur to Karád ...	25	0	.....		25	0	862	468	
	Do. from Pandharpur to Poona ...	47	0	.....		47	0	107	877	
	Do. from Tembhurni to Pandharpur	16	0	.....		16	0	116	371	
	Do. from Sholápur to Tuljápur ...	10	0	.....		10	0	Not known...	371	
	Do. from Sholápur to Akalkot ...	15	0	.....		15	0	544	602	
	Do. from Karmála to Aljapur ...	8	0	.....		8	0	1,300	300	
	Do. from Karmála to Jategaon ...	8	0	.....		8	0	286	508	
	Do. from Sángola to Sholápur *viâ* Andhalgaon	34	0	.....		34	0	958	151	
	Do. from Bársi Road Station to Pandharpur...	30	0	.....		30	0	3,706	6,000	
	Do. from Pandharpur to Jánoni ...	41	0	.....		41	0	1,220	4,920	
	Do. from Tembhurni to Málsiras...	25	0	.....		25	0	209	106	
	Total, Sholápur District ...	404	0	.....		404	0	.....	.....	
	Carried over ...	1,930	896	99	1,287	2,029	2,183	.....	.....	
	Carried over Totals, I, II and III...	291	2,346	67	5,247	359	2,313	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of Construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
	Brought forward ...	1,930	896	99	1,287	2,029	2,183	.....	.....	
		291	2,346	67	5,247	359	2,313	.....	.....	
	VI.—MURAM ROADS, DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED—*continued.*									
	CENTRAL DIVISION—*concluded.*									
	Yával-Sangwi Road	4	0	.....		4	0	2,000	*450	* Average of 2 years. Figures unreliable, the road is shockingly bad.
	Ráver Station Road	1	2,640	.....		1	2,640	6,000	800	
	Road from Sirsoli Station to Sirsoli village	1	2,640	.....		1	2,640	1,000	597	Constructed by Public Works Department, but maintained by Táluka Local Board.
	Jalgaon-Asoda Road	2	2,640	.....		2	2,640	1,105	685	
	Jalgaon-Mehrun Road	1	2,640	.....		1	2,640	1,333	* 713	* Unreliable.
	Nasirábad-Bhusával Road	0	3,960	.....		0	3,960	2,000	.....	Constructed in 1887-88 and since suspended.
	Neri-Mhasvad Road...	2	0	.....		2	0	860	323	
	Jámner-Tákli Road	1	0	.....		1	0	1,000	375	
Khándesh ...	Jámner-Waghari Road	2	0	.....		2	0	1,586	221	
	Ajanta-Jamti Road	1	0	.....		1	0	350	.....	
	Jámner-Bhusával Road	1	0	.....		1	0	2,597	119	
	Dondaicha-Sháháda road (portion from Sárangkheda to Sháháda) ...	.....		9	0	9	0	.....	.....	
	Varangaon-Udhali Road	5	0	.....		5	0	.....	240	
	Bodvad-Nadgaon road	2	0	.....		2	0	.....	400	
	Nadgaon-Barhanpur Road (portion from Nadgaon to the limit of village of Ichapur)	24	0	.....		24	0	.....	300	
	Total, Khándesh District ...	49	3,960	9	0	58	3,960	.....	.....	
	TOTAL, CENTRAL DIVISION ...	458	1,320	9	0	467	1,320	.....	.....	
	Total (IV) Muram Roads, drained throughout, but the large Rivers not bridged...	1,688	2,510	40	1,320	1,728	3,830	.....	.....	

V.—VILLAGE OR CLEARED ROADS.

NORTHERN DIVISION.

Ahmedabad ...	Road from Ahmedabad to Kuha ...	16	0	.....	16	0	553	280	
	Do. from Rajiapir to join Naroda and Valad Road.	2	0	.....	2	0	68	33	
	Do. from Raipur Gate, to Dholka Roads	1	0	.....	1	0	Not known...	*49	* This road was not repaired in 1889-90, average for 4 years.
	Do. from Nadej to Barejri Station.	0	1,600	.....	0	1,600	Do. ...	22	
	Do. from Asarwa to the Railway Crossing near Kalupur Gate.	0	3,800	.....	0	3,800	Do. ...	88	
	Do. from Naroda road to the Bora's Rooza	0	1,300	.....	0	1,300	1,832	.....	This road was made in 1887-88 and was not repaired in 1888-89 and 1889-90.
	Do. from Naroda to Piplode *viâ* Prántíj	24	0	.....	24	0	156	851	
	Do. from Ahmedabad to Dholka ...	23	0	.....	23	0	1,957	981	
	Do. from Rampura to Dekawada ...	5	2,700	.....	5	2,700	424	†99	† Cost of repairs for 1885-86.
	Do. from Viramgám to Mándal ...	14	0	.....	14	0	1,200	‡297	‡ Cost of repairs for 1888-89 and 1889-90. Partly drained and bridged.
	Do. from Zund to Mándal... ...	8	4,730	.....	8	4,730	395	‖349	‖ Average for 2 years.
	Do. from Sánand (miles 15) to the Railway Crossing near Viramgám Rahiapuri Gate .	20	4,960	.....	20	4,960	Not known...	1,315	Partly embanked and drained.
	Do. from Sánand town to the Local Fund road and thence to Ragabhai's well	0	1,950	.....	0	1,950	Do. ...	69	Embanked and drained.
	Do. from Prántíj to Harsol Camp .	12	0	.....	12	0	249	77	
	Do. from Dholka to Sahij... ...	5	0	.....	5	0	2,650	290	Partly embanked and drained and partly cleared.
	Do. from Dholka to Bowla ...	9	0	.....	9	0	461	503	
	Do. from Choloda to Saroda ...	3	0	.....	3	0	982	69	
	Do. from Dholka to Koth on the way to Dhandhuka. ...	18	0	.....	18	0	Not known...	292	
	Do. from Sahij to Vantha... ...	3	0	.....	3	0	Do. ...	87	
	Do. from Khanpur to Gangad ...	8	0	.....	8	0	Do. ...	173	
	Do. from Dhandhuka to Dholera...	16	0	.....	16	0	12	800	
	Carried over ...	190	5,200	.....	190	5,200	.....	.....	
		1,979	4,856	108 1,287	2,088	863	.....	.....	
Carried over Totals, I, II, III and IV		1,979	4,856	108 1,287	2,088	863	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks
								Rs.	Rs.	
		1,979	4,856	108	1,287	2,088	863	.....	.....	
	Brought forward ...	1,979	4,856	108	1,287	2,088	863	.....	.....	
		190	5,200	.....		190	5,200	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	NORTHERN DIVISION—*continued.*									
Ahmedabad—*continued.*	Road from Dholera to Whittle Bandar	8	0	.....		8	0	1,664	1,767	
	Do. from Ranpur to Barwala ...	16	0	.....		16	0	138	180	
	Do. from Ambapura to Multan Tank	0	1,500	.....		0	1,500	266	48	
	Do. from Khus to Bhimnáth ...	16	0	.....		16	0	138	180	
	Do. from Dhandhuka to Phedra ...	9	0	.....		9	0	Not known...	92	
	Do. from Sodhi to Barwalla ...	9	0	.....		9	0	Do. ...	92	
	Do. from Gogo to Mahuva Bady Padwa Road	10	0	.....		10	0	711	192	Six miles repaired ; the rest is like a country road.
	Do. from Tagdi to Nana Khokhra.	9	0	.....		9	0	299	98	7 miles repaired do.
	Total, Ahmedabad District ...	268	1,420	.....		268	1,420	.....	.....	
	Road from Hope Bridge to Bhatta...	4	2,640	.....		4	2,640	1,327	565	
	Do. from Surat to Bárdoli ...	5	2,640	.....		5	2,640	4,553	1,509	
	Do. from Surat Railway Station to Varacha	3	2,640	.....		3	2,640	Not known...	404	
	Do. from Signápur to Variáv ...	2	0	.....		2	0	1,986	94	
	Do. from Jehangirpura to Variáv .	3	0	.....		3	0	Not known .	91	
	Do. from Mujura Gate to Khajod .	4	0	.....		4	0	2,208	522	
	Do. from Ránder to Kundiana ...	2	0	.....		2	0	Not known .	90	

	Do. from Bambawadi to Hajamdi's well	1	2,640	.....		1	2,640	Do. ...	267
	Do. from Mandni to Devgad ...	9	0	.....		9	0	218	289
	Do. from Foolvádi to Maldha ...	2	0	.....		2	0	35	59
	Do. from Bárdoli to Uchhrel ...	9	0	.....		9	0	546	451
	Do. from Motifalod to Ghoda Khadi	7	0	.....		7	0	Not known .	171
	Do. from Bárdoli to Tajpor Junction	1	2,640	.....		1	2,640	434	391
	Do. from Tajpor Junction to Bajipura	10	0	.....		10	0	660	473
	Do. from Tajpor Junction to Vánkáner	4	0	.....		4	0	853	195
	Do. from Sarbhon to Sejwar ...	7	0	.....		7	0	425	89
	Do. from Bárdoli to Supa ...	12	0	.....		12	0	1,998	486
	Do. from Vánkáner to Válod ...	6	0	.....		6	0	3,939	290
	Do. from Válod to Buhari ...	*6*	*0*	.....		*6*	*0*	1,973	236
	Do. from Bárdoli to Kedareshvar *Mahádev*	*1*	*2,640*	.....		1	2,640	600	48
	Do. from Olpád to Kadrama ...	8	0	.....		8	0	2,225	885
Surat	Do. from Vadoli to Kim ...	7	0	.....		7	0	457	336
	Do. from Kim to Kudsad	1	0	.....		1	0	Not known .	33
	Do. from Ránder to Bhagva Dándi	12	0	.....		12	0	Do. ...	412
	Do. from Wirwadi to Mouldhara ...	.....		2	0	2	0	Do. ...	10
	Mangalia-Mora Road	1	0	.....		1	0	334	170
	Lilapur Village Road	0	568	.....		0	568	Not known .	17
	Road from Lilapur to Bhedhili ...	0	3,960	.....		0	3,960	753	65
	Abrama Village Road	0	3,000	.....		0	3,000	1,658	8
	Kadaia-Owara road	0	2,640	.....		0	2,640	2,562	70
	Road from Untoli tank towards Dungri Railway Station ...	0	3,900	.....		0	3,900	2,766	24
	Do. from Bulsár to Tithal... ...	2	1,320	.....		2	1,320	4,060	553
	Zujna Village Road	0	3,960	.....		0	3,960	400	4
	Pardi-Haria Road	0	2,000	.....		0	2,000	3,343	2
	Haria Village Road	0	1,500	.....		0	1,500	Not known .	3
	Dived Village Road	0	2,000	.....		0	2,000	826	2
		136	3,728	2	0	138	3,728	.....	.....
	Carried over ...	2,248	996	108	1,287	2,356	2,283	.....	.....
	Carried over Totals, I, II, III and IV.	1,979	4,856	108	1,287	2,088	863	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average Total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		2,248	996	108	1,287	2,356	2,283	.....	.....	
	Brought forward ...	1,979	4,856	108	1,287	2,088	863	.....	.....	
		136	3,728	2	0	138	3,728	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	NORTHERN DIVISION—*concluded.*									
Surat—*concld...*	Road from Dungri Railway Station to Utara	0	2,640	.....		0	2,640	796	9	
	Degám Village Road	1	0	.....		1	0	150	60	
	Khergaon Dispensary Road... ...	0	1,320	.....		0	1,320	Not known	9	
	Road from Chikhli to Khergaon ...	1	0	8	0	9	0	Do. ...	132	
	Alipur Village Road...	0	1,320	.....		0	1,320	Do. ...	.....	
	Rankuva Village Road	0	2,640	.....		0	2,640	494	27	
	Wanjna Village Road	0	1,760	.....		0	1,760	600	.....	
	Endhel Village Road	0	3,520	.....		0	3,520	Not known	63	
	Road from Surkhari to Kharoli ...	1	0	2	3,960	3	3,960	Do. ...	48	
	Total, Surat District ...	142	1,088	12	3,960	154	5,048	.....	.....	
	Road from Broach to Dehej ...	25	0	.....		25	0	46	1,142	
	Derol-Vágra Road	8	0	.....		8	0	56	446	
	Broach to Sukaltirth Road... ...	10	0	.....		10	0	27	273	
	Hánsot-Sahol Road	10	0	.....		10	0	43	429	
	Rájpipla frontier Road from Anklesvar to Awadar	10	0	.....		10	0	35	356	
	Dadhal-Kharchi Road	2	0	.....		2	0	168	336	
	Anklesvar to Panoli Road	8	0	.....		8	0	20	158	

Broach...	Sahol to Ilaro Road	...	2	0	.....		2	0	34	67
	Road from Anklesvar to Andada	...	3	0	.....		3	0	39	117
	Vágra-Kacheri Road ...	...	0	2,640	.....		0	2,640	96	48
	A'mod-Kacheri Road ...	...	0	2,640	.....		0	2,640	178	89
	A'mod-Pálèj Road	...	14	0	.....		14	0	46	651
	Road from Sarbhon Tank to the village of Mátar ...	...	5	0	.....		5	0	18	88
	Do. from Ámod to Kerwada	...	5	0	.....		5	0	14	70
	Jambusar to Tankaria Road...	...	10	0	.....		10	0	28	277
	Jambusar to Kundal Road ...	...	3	0	.....		3	0	252	758
	Jambusar to Kavi Road ...	...	15	0	.....		15	0	12	187
	Jambusar to Degham Road...	...	15	0	.....		15	0	13	190
	Jambusar to Dabha Road ...	...	3	0	.....		3	0	29	87
	Jafarpor to Bajadra Road ...	...	2	0	.....		2	0	44	87
	Total, Broach District	...	151	0	.....		151	0	.....	.....
Panch Mahálś	Road from Sehera to Timba	...	15	0	.....		15	0	.....	.....
	Total, Panch Mahálś District	...	15	0	.....		15	0	.....	.....
Thána ...	Dánda to Dativre Road ...	...	6	0	.....		6	0	Not known	49
	Saya Khind Road	...	1	0	.....		1	0	Do. ...	15
	Sháhápur to Dolkhamb Road	...	14	0	.....		14	0	Do. ...	40
	Road from Shiroshi to Chochre	...	6	0	.. ...		6	0	Do. ...	200
	Do. from Mhasey to Potgaon	...	2	0	.....		2	0	Do. ...	100
	Do. from Murbád to Temegaon	...	1	0	.....		1	0	Do. ...	75
	Do. from Vaishakhre to Zasghar	...	2	0	.....		2	0	Do. ...	15
	Do. from Bhiwndi to Khudki	...	8	0	.....		8	0	Do. ...	153
	Nargal to Sunjan ...	...	7	0	.....		7	0	Do. ...	11
	Umbergaon to Sunjan	...	6	0	.....		6	0	Do. ...	8
	Khedli-Talowli Madwal	...	2	0	.....		2	0	Do. ...	15
	Dahavali to Hul ...	...	5	0	3	0	8	0	Do. ...	109
	Total, Thána District	...	60	0	3	0	63	0	.....	.....
	TOTAL, NORTHERN DIVISION	...	636	2,508	15	3,960	652	1,188	.....	.....
	Carried over	...	2,616	2,084	123	5,247	2,740	2,051	.....	.....
	Carried over Totals, I, II, III and IV	...	1,979	4,856	108	1,287	2,088	863	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average Total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward ...	2,616	2,084	123	5,247	2,740	2,051	.....	.....	
		1,979	4,856	108	1,287	2,088	863	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SOUTHERN DIVISION.									
Belgaum ...	Road from Bágevádi to Bhendigiri .	2	0	.....		2	0	Not known ..	256	
	Do. from Halkarni to meet Amboli Road	1	2,640	.....		1	2,640	Do. ...	78	
	Do. from Chandgad to Shirgaon ...	2	0	.....		2	0	2,858 ...	86	
	Do. from Chandgad to Parle ...	6	0	.....		6	0	Not known ...	304	
	Do. to Mudalgi	0	1,320	.....		0	1,320	Do. ...	50	
	Do. leading to Bailhongal ...	0	3,960	.....		0	3,960	Do. ...	29	
	Do. from Sampgaon to Nesurgi ..	8	0	.....		8	0	Do. ...	.....	
	Do. leading to the town of Khánápur	0	2,640	.....		0	2,640	868 ...	140	
	Do. leading to Nandgod	0	2,640	.....		0	2,640	Not known...	37	
	Do. do. Bidi	0	2,640	.....		0	2,640	Do. ...	103	
	Do. from Nandgod to Talewadi ...	2	0	.....		2	0	Do. ...	58	
	Do. from Daddi to Yemkanmurdi .	7	0	.....		7	0	.....	1,163	
	Total, Belgaum District ...	31	0	.....		31	0	.....	.....	
	Almel-Pandharpur Road from Almel to Shirdhan	44	0	.....		44	0	Not known...	1,733	
	Bijápur-Indi Road	29	0	.....		29	0	Do. ...	288	
	Indi to Majari-Indi Road	2	0	.....		2	0	Do. ...	162	
	Road from Burdol to Nimbargi ...	4	0	.....		4	0	Do. ...	416	
	Do. from Indi to Mavinhali ...	2	2,640	.....		2	2,640	Do. ...	200	Actual cost of repairs, 1888-89.
	Jalihal to Shirur Road	27	0	.....		27	0	Do. ...	1,200	Repaired in 1886-87 only.

	Hippargi-Talikot Road	30	0	.....	30	0	Do. ...	820	Repaired in 1884-85, 1888-89 and 1889-90 only.
	Shindgi-Almel Road	12	0	.....	12	0	Do. ...	499	Do. in 1886-87, 1887-88, 1888-89 and 1889-90 only.
	Shindgi-Balganur Road	9	0	.....	9	0	Do. ...	401	Do. in 1888-89 and 1889-90 only.
	Muddebihál-Nalatwad Road ...	12	0	.....	12	0	Do. ...	172	
	Almati-Yelgur Road	3	0	.....	3	0	Do. ...	79	
	Muddebihál-Talikot Road	18	0	.....	18	0	Do. ...	368	
	Bágevádi-Kolhar Road	21	0	.....	21	0	Do. ...	1,250	
	Bágevádi-Havin-Hippargi Road ...	8	0	.....	8	0	Do. ...	138	
	Bágevádi to Bijápur *viâ* Managoli .	27	0	.....	27	0	Do. ...	159	
	Managoli-Mulwad Road	8	0	.....	8	0	Do. ...	141	Not repaired annually.
	Roads from Mulwad to Kolhar and Baloti	31	0	.....	31	0	Do. ...	52	
Bijápur ...	Kaládgi-Mudhol road from Kaládgi to Algundi	5	0	.....	5	0	Do. ...	519	
	Bilgi-Badgandi Road	0	2,640	.....	0	2,640	Do. ...	743	
	Bágalkot-Haveli Road	0	2,640	.....	0	2,640	979	.....	Constructed in 1887-88, ¼ mile more improved in 1889-90.
	Bágalkot-Bennur Road	9	0	.....	9	0	Not known...	258	Repaired in 1887-88, 1888-89 and 1889-90 only.
	Kaládgi-Badgandi Road	13	0	.....	13	0	Do. ...	.....	Not repaired during the last 5 years.
	Road from Sonn to the Krishna River	0	2,640	.....	0	2,640	Do. ...	149	Repaired in 1885-86 only.
	Do. from Bádámi to Bádámi Railway Station	3	0	.....	3	0	Do. ...	412	
	Indi-Horti Road	12	0	.....	12	0	Do. ...	112	Not repaired during the last 6 years.
	Road from Nimbal to Tadvalga ...	6	0	.....	6	0	300	300	Repaired during 1889-90 only.
	Do. Hatargi to Mirichual ...	4	0	.....	4	0	.....	150	
	Do. Salotgi to Sangoji ...	10	0	.....	10	0	.....	500	
	Do. Chadchan to Nimbargi ...	6	0	.....	6	0	.....	150	
	Do. Jagjiwanji to Sholapur-Belari Road ...	8	0	.....	8	0	.....	400	Repaired by the Board during 1889-90.
	Do. Bardol to Jagjiwanji ...	8	0	.....	8	0	.....	200	
	Do. Chick Shindgi to Sugthan.	15	0	.....	15	0	.....	488	
	Do. Yelgur to Nidgundi ...	3	0	.....	3	0	.....	399	
	Do. Badgi to the Krishna River	0	420	.....	0	420	.....	450	
	Total, Bijápur District ...	391	420	.....	391	420	.....	.....	
	Carried over ...	3,038	2,504	123 5,247	3,162	2,471	.....	.....	
	Carried over Totals, I, II, III and IV.	1,979	4,856	108 1,287	2,088	863	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average Total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
								Rs.	Rs.	
	Brought forward ...	3,038	2,504	123	5,247	3,162	2,471	.....	.....	
		1,979	4,856	108	1,287	2,088	863	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SOUTHERN DIVISION—*continued.*									
Kánara ...	Road from Mirjan to Nagur ...	4	2,640	.....		4	2,640	133	159	
	Do. from Kumta to Murur ...	3	0	.....		3	0	633	450	
	Do. from Kumta to Halkar ...	1	2,620	.....		1	2,620	107	130	
	Do. from Soundihittal to Divgi ...	2	0	.....		2	0	32	29	
	Do. from Walgalli to Oorkery ...	2	0	.....		2	0	233	275	
	Do. from Upinpattan to Shirgungi	2	0	.....		2	0	75	60	
	Do. from Mirjan to Kumta ...	5	0	.....		5	0	33	166	
	Do. leading to the Gokarn Bungalow	0	2,640	.....		0	2,640	947	122	
	Kasarkode-Termaki Road	6	0	.....		6	0	24	53	
	Honávar-Hadinball Road	4	0	.....		4	0	124	149	
	Kerekoney-Salkod Road	10	0	.....		10	0	26	144	
	Duggur-Gankarbhavi Road... ...	0	2,640	.....		0	2,640	Not known...	25	
	Kirkar-Chandavar Road	2	2,640	.....		2	2,640	55	27	
	Idgunji Road	1	0	.....		1	0	Not known...	26	
	Kajalli-Mallapur Road	1	2,640	.....		1	2,640	84	13	
	Manki-Chittar Road...	2	2,640	.....		2	2,640	120	36	
	Navaitkerry Road	1	2,640	.....		1	2,640	120	8	
	Chitrapur-Tattihakal Road	1	2,640	.....		1	2,640	Not known...	53	
	Murdeshvar-Kerikatti Road ...	1	0	.....		1	0	Do. ...	51	
	Hebbankeri-Navalgund Road ...	2	2,640	.....		2	2,640	79	13	
	Santgal-Hebbankeri Road	6	0	.....		6	0	57	84	

Kánara ...	Karki-Duggur Road	0	880	.....	0	880	99	4	
	Honávar-Bhikasta Ferry Road ...	1	0	.....	1	0	Not known...	14	
	Siddápur Town and Village Road ...	6	2,640	.....	6	2,640	Do. ...	280	
	Kámbarkani-Bedkani Road ...	2	2,640	.....	2	2,640	119	70	
	Karkisal-Honchadi Road	1	0	.....	1	0	Not known...	25	
	Road to Jogne Travellers' Bungalow	1	2,640	.....	1	2,640	Do. ...	29	
	Sirsi Village Roads	5	0	.....	5	0	Do. ...	100	
	Road from Kaiga Road to Kudwad Ferry...	2	2,640	.....	2	2,640	Do. ...	35	
	Do. from Chitakuli to Sawarpai ...	1	2,640	.....	1	2,640	333	64	
	Do. from Asnoti to Kansgiri ...	2	2,640	.....	2	2,640	100	40	
	Do. from Kodibág to Macdonald Pier to Kaiga Road	2	0	.....	2	0	Not known...	107	
	Do. from Sezvad to Balgar Creek .	1	0	.....	1	0	Do. ...	48	
	Do. from Achwa Hebbar's house to join the Waddighát Road...	1	2,640	.....	1	2,640	197	27	
	Do. from Belse to Chandramat ...	1	2,640	.....	1	2,640	217	47	
	Do. from Ankola to Bobravada ...	1	0	.....	1	0	570	297	
	Do. from Avarsa to join the Kárwár main Road	1	0	.....	1	0	109	29	Constructed in 1888-89.
	Targar Road...	0	2,640	.....	0	2,640	411	47	
	Yellápur Town and Village Roads...	3	0	.....	3	0	640	224	
	Road to Udanmaki well	0	3,960	.....	0	3,960	33	20	
	Mundgod Village Roads	1	0	.....	1	0	100	144	
	Haliyál do.	5	2,640	.....	5	2,640	167	150	
	Total, Kánara District ...	103	4,840	.....	103	4,840	.....	.....	
Dhárwár ...	Hosahubli-Gopankop Road... ...	5	0	.....	5	0	17	31	
	Halehubli-Gabbur Road	3	0	.....	3	0	33	66	
	Do. Katnur Road	4	0	.....	4	0	30	88	
	Hubli-Arlikatti Road	2	3,960	.....	2	3,960	360	46	
	Roads round the town of Bankápur .	1	0	.....	1	0	500	99	
	Road from Shiggaon to the District Bungalow	0	2,640	.....	0	2,640	56	28	
	Roads in the town of Shiggaon ...	0	2,640	.....	0	2,640	204	102	
	Country Roads	1	0	.....	1	0	283	283	
	Carried over ...	17	3,960	.....	17	3,960	.....	.....	
		3,142	2,064	123 5,247	3,266	2,031	.....	.....	
	Carried over Totals, I, II, III, and IV.	1,979	4,856	108 1,287	2,088	863	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average Total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		3,142	2,064	123	5,247	3,266	2,031	.....	.....	
	Brought forward ...	1,979	4,856	108	1,287	2,088	863	.....	.....	
		17	3,960	.....		17	3,960	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SOUTHERN DIVISION—*continued.*									
	Navalgund-Padesur Road	2	0	.....		2	0	8	16	
	Do. Algodi Road	6	0	.....		6	0	10	58	
	Do. Arekurhatti Road ...	3	0	.....		3	0	8	23	
	Do. Gudsagar Road... ...	4	0	.....		4	0	6	25	
	Do. Hunsikatti Road ...	9	0	.....		9	0	1	10	
	Do. Kolvad Road	5	0	.....		5	0	6	30	
	Annigeri-Mujigudd Road	3	0	.....		3	0	3	10	
	Kolvad-Dundur Road	4	0	.....		4	0	1	3	
	Navalgund-Gobergumpi Road ...	3	0	.....		3	0	2	7	
	Do. Yamnúr Road	3	0	.....		3	0	17	50	
	Kalghatgi Country track	1	0	.....		1	0	101	101	
	Bedti-Nalla slope road	.....		0	660	0	660	80	21	
	Kittur-Adnur Road	1	0	.....		1	0	13	13	
	Padesur-Tirlápur Road	5	0	.....		5	0	9	44	
	Navalgund-Belvatgi Road	2	0	.....		2	0	5	10	
	Annigeri-Manakvad Road	4	0	.....		4	0	1	3	
	Arekurhatti-Byahatti Road... ...	3	0	.....		3	0	9	28	
	Annigeri-Kurtkot Road	3	0	.....		3	0	10	30	
	Roads in the village of Annigeri ...	1	0	.....		1	0	15	15	
	Annigeri-Hallikeri Road	5	0	.....		5	0	6	31	
	Navalgund-Ibrámpur Road... ...	5	0	.....		5	0	5	25	
	Annegeri-Kolvad Road	5	0	.....		5	0	3	17	
	Hallikeri-Adnur Road	1	2,640	.....		1	2,640	10	15	
	Navalgund-Hallikeri Road	6	0	.....		6	0	2	13	

Dhárwár ...	Annigeri-Kondikop Road	3	0	.....	3	0	6	20
	Yamanur-Hebli Road	5	0	.....	5	0	9	44
	Chilkwad-Dundur Road	6	0	.....	6	0	2	12
	Annigeri-Sisanhal Road	4	0	.....	4	0	4	18
	Sisanhalli-Nalvadi Road	3	0	.....	3	0	3	12
	Country track from Lakundi to Gadag	6	0	.....	6	0	9	15
	Country track from Lakundi to Jantli	0	1,320	.....	0	1,320	595	24
	Do. track from Gadag to Kalsapur	4	0	.....	4	0	2	8
	Do. track from Mevundi to Harlapur	4	0	.....	4	0	22	88
	Do. from Hirekeri to Basrihatti	0	2,640	.....	0	2,640	200	100
	Do. from Havasbhavi to the junction of Harihar-Samasgi Road ...	1	0	.....	1	0	100	100
	Road from Andaniswami Matha to Kambarkulmi	0	1,320	.....	0	1,320	77	19
	Do. from Vithoba's temple to Chavki Matha	0	1,320	.....	0	1,320	40	10
	Do. from Mahálkari's Kacheri to the nála in Mundargi ...	0	2,640	.....	0	2,640	794	5
	Do. from Hanuman's temple to Police Gate, Mundergi ...	0	2,640	.....	0	2,640	56	28
	Do. from Betigeri to Huilgol ...	0	1,320	.....	0	1,320	796	62
	Country track in Ron Town ...	0	660	.....	0	660	440	55
	Do. track from Navalgund-Ron-road to Malápur Station	0	1,320	.....	0	1,320	1,350	100
	Road from Rajur to Gajendragad ...	2	1,320	.....	2	1,320	53	120
	Do. from the village of Alur to the Alur Station	0	3,960	.....	0	3,960	235	176
	Abbigeri-Nargeal Road	3	2,640	.....	3	2,640	31	107
	Naregal-Kotumchigi Road	2	2,640	.....	2	2,640	41	102
	Country tracks in Hángal	1	0	.....	1	0	240	240
	Masur-Samasgi Road	15	2,640	.....	15	2,640	62	960
	Hirekerur-Shikárpur Road ...	7	3,960	.....	7	3,960	105	820
	Carried over ...	174	1,980	0 660	174	2,640	.....	.....
		3,142	2,064	123 5,247	3,266	2,031	.....	.....
	Carried over Totals, I, II, III and IV.	1,979	4,856	108 1,287	2,088	863	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average Total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
								Rs.	Rs.	
		3,142	2,064	123	5,247	3,266	2,031	.....	.....	
	Brought forward ...	1,979	4,856	108	1,287	2,088	863	.....	.....	
		174	1,980	0	660	174	2,640	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SOUTHERN DIVISION.—*concluded.*									
Dhárwár ...	Holibikond-Motebennur Road ...	3	3,960	.....		3	3,960	171	640	
	Country road from Tavergi to Kod...	5	0	.....		5	0	20	101	
	Naregal-Jakali Road	0	1,320	.....		0	1,320	200	50	
	Total, Dhárwár District ...	183	1,980	0	660	183	2,640	.....	.....	
	Ashta-Shegaon Road	6	0	.....		6	0	50	107	
	Ashta-Shirála Road	16	0	.....		16	0	37	319	
	Islámpur-Válva Road	8	0	.....		8	0	50	60	No expenditure on repairs during the year.
	Road to river Warna at Dudhagaon .	0	2,640	.....		0	2,640	Not known...	80	
	Ladegaon-Shegaon Road	4	0	.....		4	0	Do. ...	40	
	Warna-Valley Road	10	0	24	0	34	0	1,105	540	
	Track to Jakatwadi	0	2,640	.....		0	2,640	Not known...	31	
	Track behind the old Telegraph Office	0	2,640	.....		0	2,640	Do. ...	5	
	Wái-Rájevádi Road	7	0	.....		7	0	Do. ...	57	
	Wái-Bawdhán Road	2	2,640	.....		2	2,640	Do. ..	344	
	Islampore-Shenoli Road ...	10	0	.....		10	0	50	91	
	Wái-Dham Road	4	2,640	.....		4	2,640	590	299	
	Wái-Sonjai Road	2	0	.....		2	0	50	49	
	Road to the Dharmshála at Dhandeghar from Surul-Mahábaleshvar Road	0	200	.....		0	200	1,320	11	

Sátára ...	Morekhind Road ...	6	0	.....	6	0	42	71			
	Mádha-Gogwe Road ...	8	0	.....	8	0	Not known...	88			
	Mádha-Bamnoli Road ...	7	0	.....	7	0	71	248			
	Kas-Mahábaleshvar Road ...	16	0	.....	16	0	Not known...	26			
	Dahivadi-Gondowli Road ...	3	0	.....	3	0	Do. ...	99			
	Dahivadi-Malowdi Road ...	3	0	.....	3	0	33	25			
	Sangwad-Marali Road ...	3	0	.....	3	0	Not known...	95			
	Sátára-Pátan Road	21	0	.....	21	0	906	279			
	Marli-Muldan Road ...	6	0	.....	6	0	Not known...	157			
	Mala-Morgiri Road	12	0	.....	12	0	25	179			
	Road to Sangwad Ferry ...	1	0	.....	1	0	1,057	21			
	Aundh-Nandoshi Road ...	1	2,640	.....	1	2,640	333	58			
	Vádúj-Katerkatao Road ...	4	0	.....	4	0	121	140			
	Tásgaon-Chinchani Road ...	3	0	.....	3	0	Not known...	96			
	Road to the village of Tembhu ...	.....		.....	.....		544	.....		These are village roads and the expenditure mentioned was incurred during 1888-89 only.	
	Do. to the village of Mohopre ...	.....		.....	.....		600	.....			
	Do. to the river at Kashil... ...	.....		.....	.....		400	.....			
	Kesi-Yerawle Road	1	0	.....	1	0	200	.....		Expenditure during 1888-89 only.	
	Válva-Boregaon Road	6	0	.....	6	0	107	.....		No expenditure during 1889-90.	
	Urun-Kameri Road...	4	0	.....	4	0	100	.....		Do. do.	
	Road to Chinchner from Sátára-Tásgaon Road	0	2,640	.....	0	2,640	454	.....		Do. do.	
	Do. to dharmshála at Palsi ...	0	2,640	.....	0	2,640	296	.....		Do. do.	
	Chaphel-Charegaon Road	3	0	.....	3	0	166	75		Expenditure during 1889-90 only.	
	Akalkhop-Ashta Road	4	0	.....	4	0	150	3		Do. do.	
	Road from Krishna Canal to the village of Govari	0	2,640	.....	0	2,640	395	182			
	Total, Sátára District ...	185	2,840	24 0	209	2,840	.....	.....			
	TOTAL, SOUTHERN DIVISION ...	894	4,800	24 660	919	180	.....	.....			
	Carried over ...	3,511	1,604	148 627	3,659	2,231	.....	.....			
	Carried over Totals, I, II, III and IV.	1,979	4,856	108 1,287	2,088	863	.....	.....			

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average Total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
								Rs.	Rs.	
	Brought forward ...	3,511	1,604	148	627	3,659	2,231	.....	.....	
		1,979	4,856	108	1,287	2,088	863	.....	.....	
	V,—VILLAGE OR CLEARED ROADS—*continued.*									
	CENTRAL DIVISION.									
Násik	Sinnar-Vinchur Road	45	0	.....		45	0	3,261	2,475	
	Sinnar-Devláli Camp Road ...	16	0	.....		16	0	Not known...	1,303	
	Niphád-Pimpalgaon Road	11	0	.....		11	0	813	1,693	
	Nándgaon-Málegaon Road	16	0	.....		16	0	861	813	
	Pandhari Ghát road, Táluka Nándgaon...	9	0	.....		9	0	Not known...	522	From 1887.
	Total, Násik District ...	97	0	.....		97	0	.....	.....	
	Road from Kusur Khind to Parande.	5	0	.....		5	0	30	150	Average of 1 year.
	Do. from Otúr to Rohokadi ...	3	0	.....		3	0	32	96	Do. do.
	Do. from Rohokadi to Brahmanwada...	3	0	.....		3	0	33	99	Do. do.
	Málsej-Anaghat Road	36	0	.....		36	0	15	709	Do. 4 years.
	Road from Junnar to Ralegam ...	8	0	.....		8	0	62	274	Do. do.
	Do. from Junnar to Dingore ...	7	0	.....		7	0	71	122	
	Do. from Junnar to Kusur ...	3	0	.....		3	0	33	49	Average of 4 years.
	Do. from Ballalwadi Khind to Otúr.	6	0	.....		6	0	57	178	Do. 2 years.
	Do. from Kusur to Nirgudi ...	1	0	.....		1	0	Unknown ...	20	Do. 1 year.
	Madhkind Road	5	0	.....		5	0	200	130	Do. 2 years.
	Road from Mahalunga to join Poona-Násik Road *vid* Bhama River.	4	0	.....		4	0	Unknown ...	134	Do. 3 years.
	Do. from Kalavde to join the Sátára Road	1	0	.....		1	0	349	111	Do. 4 years.

Poona	Do. from Shivre to join Sátára Road	0	2,640	.....	0	2,640	760	20		
	Do. from Kikvi to join the Sátára Road	0	3,960	.....	0	3,960	443	20	A verage of	4 years.
	Do. from Sásvad to Supe Khurd ...	1	2,640	.....	1	2,640	133	39	Do.	do.
	Do. from Jejuri to Borghát ...	7	0	.....	7	0	Unknown ...	135	Do.	3 years.
	Do. from Jejuri to Supa *vid* Pandeshvar	7	0	.....	7	0	42	157	Do.	2 years.
	Do. from Jejuri to Morgaon ...	6	0	.....	6	0	.....	241	Do.	3 years.
	Do. from Sásvad to Rise Pise ..	22	0	.....	22	0	Unknown.	329	Do.	4 years.
	Do. from Walhe to Parinche ...	6	0	.....	6	0	83	320	Do.	2 years.
	Do. from Sásvad to Vie ...	13	0	.....	13	0	Unknown ...	73	Do.	1 year.
	Do. from Morgaon to Bárámati ...	20	0	.....	20	0	Do. ...	480	Do.	do.
	Do. from Indápur to Chandgaon .	13	0	.....	13	0	Do. ...	261	Do.	3 years.
	Do. from Indápur to Sarati ...	10	0	.....	10	0	Do. ...	325		
	Do. from Kumbhargaon to Tavsi.	19	0	.....	19	0	Do. ...	363	Average of	4 years.
	Do. from Sirúr to Pábal	24	0	.....	24	0	Do. ...	436	Do.	3 years.
	Do. from Sirúr to Mandaogaon ...	22	0	.....	22	0	Do. ...	381	Do.	do.
	Do. from Shikrapur to Talegaon ...	2	0	.....	2	0	Do. ...	50	Do.	1 year.
	Do. from Pátas to Dhond ...	9	0	.....	9	0	Do. ...	255	Do.	2 years.
	Do. from Pátas to Bárámati ...	24	0	.....	24	0	Do. ...	408		
	Do. from Supe to Karhati ...	6	0	.....	6	0	Do. ...	245	Average of	2 years.
	Do. from Dhond to Kurkumb ...	6	0	.....	6	0	Do. ...	195	Do.	4 years.
	Do. from Bárámati to Nimbat ...	22	0	.....	22	0	Do. ...	279		
	Do. from Kurkumb to Vasunde ...	4	0	.....	4	0	Do. ...	150	Do.	2 years.
	Do. from Rawangaon to Boribyal .	4	0	.....	4	0	Do. ...	68	Do.	4 years.
	Do. from Supa to Sirúr Nira bridge road...	1	0	.....	1	0	Do. ...	65	Do.	1 year.
	Do. from Supa Pátas	9	0	.....	9	0	Do. ...	100	Do.	do.
	Do. from Supa to Bhandgaon ...	12	0	.....	12	0	Do. ...	170	Do.	2 years.
	Do. from Urali to Shindowne Ghát.	6	0	.....	6	0	Do. ...	119	Do.	4 years.
	Do. from Kondhanpur to Shiwapur.	5	0	.....	5	0	.....	139		
	Do. from Kothrud to join Poona Paud road	2	0	.....	2	0	Unknown ...	100	Do.	1 year.
	Do. from Pimprighát to Paud ...	14	0	.....	14	0	Do. ...	164	Do.	2 years.
	Do. from Morgaon to Mavdi ...	4	0	.....	4	0	.....	.....		
	Total, Poona District ...	383	3,960	.....	383	3,960	.....	.....		
	Carried over ...	3,992	284	148 627	4,140	911	.....	.....		
	Carried over Totals, I, II, III and IV	1,979	4,856	108 1,287	2,088	863	.....	.....		

LOCAL FUND ROADS—*continued.*

Distr.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
		3,992 284	148 627	4,140 911	.....	.....	
	Brought forward ...	1,979 4,856	108 1,287	2,088 863	.....	.....	
		.....	.....	.....	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*						
	CENTRAL DIVISION—*continued.*						
	Sangamner-Jorwe Road	1 2,640	.....	1 2,640	.....	283	Average for 2 years. Construction not in progress. Figures for the cost of completed construction not available.
	Sangamner-Rájápur Road	0 1,320	.....	0 1,320	.....	134	Do. do. do.
	Karehghát-Nimon Road	0 660	.....	0 660	.....	40	Rs. 40 spent in 1888-89 Do.
	Akola-Deothán Road	5 0	.....	5 0	98	110	Average for 2 years. Construction not in progress.
	Deothán-Samsherpur Road... ...	2 0	.....	2 0	61	.....	No expenditure for maintenance has been incurred.
	Akola-Agar Road	1 0	.....	1 0	86	99	Rs. 99 spent for repairs in 1888-89. Construction not in progress.
	Bholevádi-Brahmanváde Road ...	3 0	.....	3 0	92	100	Rs. 100 spent in 1888-89. Construction not in progress.
	Road in the village of Pedgaon ...	0 450	.....	0 450	* 1,642		No repairs have been done to this road since its construction.* This amount spent in 1888-89.
	Road leading to the Karjat River ...	0 99	.....	0 99	339	326†	†No expenditure was incurred on these roads during the year.
Ahmednagar ...	Karjat-Walwad Road	7 0	.....	7 0	21		
	Karjat-Rásin Road	10 0	.....	10 0	20		
	Karjat Mámlatdár's Kacheri Road ...	0 1,760	.....	0 1,760	357	241	Repairs to this road were made to a distance of 1,050 feet only.
	Road from the river of Shrigonda to the road which leads to the Shrigonda Mámlatdár's Kacheri ...	0 225	.....	0 225	2,886	.....	No repairs have been done to this road since its construction.
	Road from Mandaogam to Nagar road...	1 0	.....	1 0	100	.....	Do. do.

	Road from Ghargaon to Pargaon ...	6	0	.....	6	0	45	.....	Do. do.
	Do. from Kolgaon to Mungaswadi.	2	0	.....	2	0	458	.....	Do. do.
	Street in the Bhulewadi hill ...	0	1,500	.....	0	1,500	25	.....	
	Street in the Deothan Sakat hill ...	0	310	.....	0	310	40	.....	
	Kharda-Jamkhed road	1	0	.....	1	0	50	.....	
	Total, Ahmednagar District ...	40	3,684	.....	40	3,684	.....	.....	
	Road from Sholápur to Vangi ...	9	0	.....	9	0	2,204	1,001	
	Do. from Banegaon to Mardi ...	6	0	.....	6	0	493	102	
	Do. from Mádha to Mádha Station.	2	0	.....	2	0	291	116	
	Do. from Mádha to Mohal Road...	16	0	.....	16	0	247	20	
	Do. from Pandharpur to Brahmpuri...	16	0	.....	16	0	668	215	
	Do. from Pandharpur to Koroli ...	13	0	.....	13	0	1,053	135	
	Do. from Sángola to Narale ...	17	0	.....	17	0	1,267	48	
	Do. from Sángola to Mohad Budruk	16	0	.....	16	0	348	97	
	Do. from Sangevádi to Gherdi ...	24	0	.....	24	0	898	24	
	Do. from Kárkam to Modlimb ...	7	0	.....	7	0	100	37	
Sholápur ...	Do. from Nágzari to Anakdhol ...	2	2,640	.....	2	2,640	1,028	15	
	Do. from Purándowdí to Shambhu Mahadeo	18	0	.....	18	0	384	973	
	Do. from Málsiras to Borgaon ...	14	0	.....	14	0	.....	20	
	Do. from Málsiras to Mhasvad ...	22	0	.....	22	0	654	32	
	Do. from Akluj to Kolegaon *vid* Maloti	20	0	.....	20	0	610	55	
	Do. from Mádha to Shetphal ...	11	0	.....	11	0	223	240	
	Do. from Nateputi to Kurbawi ...	9	0	.....	9.	0	287	16	
	Do. from Vairag to Tuljápur ...	16	0	.....	16	0	68	48	
	Total, Sholápur District ...	238	2,640	.....	238	2,640	.....	.....	
	Road from Nandurbár to Taloda ...	12	0	.....	12	0	Not known.	.....	} These are merely cart tracks.
	Do. from Nandurbár to Sháháda...	10	0	.....	10	0	Do.	.....	
Khándesh ...	Do. from Nandurbár to Nizámpur .	9	0	.....	9	0	Do.	.....	
	Do. from Nandurbár to Navápur ...	40	0	.....	40	0	Do.	.....	6 miles completed; rest is mere catch track.
	Mhasvad-Neri Road	14	0	.....	14	0	Do.	500	
	Carried over ...	85	0	.....	85	0	.....	.....	
		4,271	1,328	148 627	4,419	1,955	.....	.....	
	Carried over Totals, I., II., III., and IV.	1,979	4,856	108 1,287	2,088	863	.....	.....	

The lengths of the roads repaired are entered in columns 2 and 4 approximately. These roads are not regularly maintained by the Board and neither grants are made to them every year. They are occasionally repaired and the repairs are simply made to enable country carts to pass without great difficulty, the details in other columns, therefore cannot be furnished.

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		4,271	1,328	148	627	4,419	1,955	.....	.....	
	Brought forward ...	1,979	4,856	108	1,287	2,088	863	.....	.....	
		85	0	.....		85	0	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	CENTRAL DIVISION—*concluded.*									
Khándesh ...	Jalgaon-Nasirabad Road ...	1	0	.....		1	0	Do.	555	
	Chálisgaon-Waghli Road ...	6	0	.....		6	0	336	.....	
	Erandol-Mahiji Road	12	0	.....		12	0	1,450	524	
	Erandol-Kasodá Road	8	0	.....		8	0	1,489	460	
	Erandol-Jalgaon Road... ...	0	1,056	.....		0	1,056	479	479	
	Road from Songir to Betávad ...	5	0	.....		5	0	Not known.	20	
	Do. from Dhulia to Nahalod ...	3	0	.....		3	0	Do.	33	
	Road from Dhulia to Lamkani ...	1	0	.....		1	0	Do.	23	
	Do. from Mehergaon to Kusundi ...	1	0	.....		1	0	Do.	50	
	Chinchbári Road	1	0	.....		1	0	Do.	58	
	Vaijápur-Chopda Road... ...	12	0	.....		12	0	Do.	40	
	Chopda-Adawad Road	12	0	.....		12	0	Do.	220	
	Chopda-Nimgavan Road ...	10	0	.....		10	0	Do.	312	
	Chopda-Shirpur Road	14	0	.....		14	0	Do.	180	
	Chopda-Chunchalla Road ...	4	0	.....		4	0	Do.	60	
	Málpur Road	1	0	.....		1	0	1,000	105	
	Pimpalner-Desh Shirwada Road ...	0	1,320	.....		0	1,320	1,000	.....	
	Vitaibari-Rawodbari Road ...	0	2,640	.....		0	2,640	400	.....	
	Kondaibari-Amli Road... ...	0	1,320	.....		0	1,320	105	.....	
	Godtha-Kására Road	0	1,320	.....		0	1,320	179	91	
	Sakri-Nizámpur Road	0	400	.....		0	400	554	37	
	Titane-Chadwelbari Road ...	2	200	.....		2	200	396	25	
	Portion of Sakri-Dhulia Road near Sakri	0	500	.....		0	500	359	40	

Khándesh ...	Nandwan-Gondas Road ...	0	2,640	.....	0	2,640	50	.....	
	Wadhoda-Barhanpur Road (up to limit of Wadhoda)	2	0	.....	2	0	Not known.	137	
	Bhusával-Varangaon Road ...	8	0	.....	8	0	Do.	61	
	Sulasgaon-Bodvad Road ...	20	0	.....	20	0	Do.	38	
	Varangaon-Edalabad Road (portion from Varangaon to the limit of Bohádi)	6	0	.....	6	0	Do.	18	
	Edalabad-Varangaon Road up to limit of Hartála village ...	4	0	.....	4	0	Do.	22	
	Edalabad-Ráver Road up to Tápti River	6	0	.....	6	0	Do.	25	
	Road from the gate of Edalabad to the Mahálkari's Kacheri ...	0	1,320	.....	0	1,320	Do.	20	
	Bhusával-Jámner road up to Sur River	9	0	.....	9	0	Do.	16	
	Shirpur-Chopda Road up to the limit of Tonda	18	0	.....	18	0	Do.	*740	*Average of 2 years.
	Shirpur-Thalner road	10	0	.....	10	0	Do.	†300	† Do. of 1 year.
	Lamkani-Chinchbari road ...	0	1,320	.....	0	1,320	800	200	Average of one year.
	Virdhope Bari	0	330	.....	0	330	1,557	97	
	Nathri do.	0	330	.....	0	330	1,510	94	
	Bhwadbi do.	0	1,320	.....	0	1,320	384	130	Average of three years.
	Bhamber Bari on Nizampur road ...	0	1,320	.....	0	1,320	392	16	Average of one year.
	Total, Khándesh District ...	264	1,496	.....	264	1,496	.....	.....	
	TOTAL, CENTRAL DIVISION ...	1,024	1,220	.....	1,024	1,220	.....	.....	
	SIND DIVISION.								
	Nauhsahrao Sub-Division.								
	Táluka Kandiáro.								
Hyderabad Canals.	Kamal Dero to Chana	5	0	.....	5	0	.....	68	
	Kandiáro to Bhiria	5	0	.....	5	0	.....	54	
	Carried over ...	10	0	.....	10	0	.....	.....	
		4,535	2,824	148 627	4,683	3,451	.....	.....	
	Carried over Totals I, II, III and IV.	1,979	4,856	108 1,287	2,088	863	...	...	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Rs.		Rs.	Rs.	
		4,535	2,824	148	627	4,683	3,451	.....	.....	
	Brought forward ...	1,979	4,856	108	1,287	2,088	863	.....	.....	
		10	0	.....		10	0	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued*									
	SIND DIVISION—*continued.*									
	Táluka Naushahro—continued.									
	Gul Shah to Khan Wahan	2	0	.....		2	0	.....	30	
	Kandiáro to Tháru Sháh	5	0	.....		5	0	.....	77	
	Kandiáro to Mohbat Dero	12	0	.....		12	0	.....	97	
	Kandiáro to Derbelo	3	2,640	.....		3	2,640	.....	41	
	Hálani to Mahrábpur	7	0	.....		7	0	.....	103	
	Kandiáro to Mohbat Dero	6	0	.....		6	0	.....	93	
	Haláni to Gul Sháh	6	0	.....		6	0	.....	53	
	Kandiáro to Haláni	6	0	.....		6	0	.....	160	
	Mohbat Dero Jatoi to Mohbat Dero Sial	5	0	.....		5	0	.....	58	
	Kandiáro to Lakha	6	0	.....		6	0	.....	54	
	Haláni to Mohbat Derojatoi ...	8	0	.....		8	0	.....	80	
	Khán Wahan to Kotri	4	0	.....		4	0	.....	47	
	Do. to Bhelani	8	0	.....		8	0	.....	76	
	Kamal Dero to Abad	3	0	.....		3	0	.....	31	
	Do. to Bhour	5	0	.....		5	0	.....	82	
	Do. to Matu	2	0	.....		2	0	.....	104	
Hyderabad Canals—*continued.*	Kandiáro to Gangra...	2	0	.....		2	0	.....	11	
	Kairo Jodho to Bachrah	6	0	.....		2	0	.....	45	

	Bhour to Jamali Ferry	6	0	.....	6	0	.....	30
	Kandiaro to Kamal Dero	6	0	.....	6	0	.....	100
	Gulshah to Kauro Khusbak ...	2	0	.....	2	0	.....	36
	Total, Kandiáro Táluka ...	120	2,640	.....	120	2,640	.....	.....
	Táluka Naushahro.							
	Naushahro to Tháru Sháh	7	0	.....	7	0	.....	198
	Tháru Sháh to Abad	10	0	.....	10	0	.....	123
	Tháru Sháh to Bhorti	10	0	.....	10	0	.....	120
	Tháru Sháh to Abji	9	0	.....	9	0	.....	122
	Tháru Sháh to Kandiáro boundary .	5	0	.....	5	0	.....	63
	Dabhro to Kandiáro boundary ...	3	0	.....	3	0	.....	18
	Abad Kamal to Dero...	4	0	.....	4	0	.....	10
	Abad to Matu and Matu to Kamal Dero	5	0	.....	5	0	.....	39
	Abad to Kandiáro boundary ...	4	0	.....	4	0	.....	7
	Tharu Sháh to Bhiria and Bhiria to Chang	15	0	.....	15	0	.....	167
	Jalbani to Khahi Rabu	4	0	.....	4	0	.....	27
	Bhiria to Kandiáro	5	0	.....	5	0	.....	25
Hyderabad Canals—*continued.*	Dabhro to Manjuth and Manjuth to Tagar	6	0	.....	6	0	.....	24
	Naushahro to Pad Idan	12	0	.....	12	0	.....	73
	Jalbani to do.	11	0	.....	11	0	.....	51
	Pad Idan to Daryakhán Mari	7	0	.....	7	0	.....	30
	Phul to Daria Khan Mari	10	0	.....	10	0	.....	49
	Do. to Uman	1	0	.....	1	0	.....	4
	Pad to Idan Khahi Jalal	1	0	.....	1	0	.....	12
	Phul to Musurji Wahi	10	0	.....	10	0	.....	43
	Naushahro to Phul	7	0	.....	7	0	.....	73
	Phul to Sadhuja	7	0	.....	7	0	.....	27
	Naushahro to Mithani and Mithani to Khokhar	16	0	.....	16	0	.....	174
	Carried over ...	169	0	.....	169	0	.....	.....
		4,656	184	148 627	4,804	811	.....	.....
	Carried over totals I, II, III and IV	1,979	4,856	108 1,287	2,088	863	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		4,656	184	148	627	4,804	811	.....	.....	
	Brought forward ...	1,979	4,856	108	1,287	2,088	863	.....	.....	
		169	0	.....		169	0	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Táluka Naushahro—concluded.									
	Abji to Sahra...	3	0	.....		3	0	.....	10	
	Abji to Abran	5	2,640	.....		5	2,640	.....	19	
	Dadwah to Koureja	2	0	.....		2	0	.....	5	
	Abji to That...	1	0	.....		1	0	.....	5	
	Burand to Abran	3	0	.....		3	0	.....	12	
	Abad to Mithani	18	0	.....		18	0	.....	210	
	Tháru Sháh to Manjuth	5	0	.....		5	0	.....	42	
	Abran to Nurpur	6	0	.....		6	0	.....	34	
	Total, Naushahro Táluka ...	212	2,640	.....		212	2,640	.....	.....	
	Táluka Moro.									
	Sahra to Puran	9	0	.....		9	0	.....	128	
	Puran to Junalo	1	0	.....		1	0	.....	8	
	Junalo to Lalia	1	0	.....		1	0	.....	10	
	Malak to Puran	3	0	.....		3	0	.....	29	
	Do. to Chaneja	2	2,640	.....		2	2,640	.....	26	
Hyderabad Canals—*continued.*	Farid Dero to Tharo...	1	2,640	.....		1	2,640	.....	27	
	Do. to Jatoi and Sahra ...	2	0	.....		2	0	.....	29	
	Chaneja to Junalo	1	0	.....		1	0	.....	7	

Sahra to Alran	1	3,960	.....		1	3,960	.....	18
Do. to Mithání	3	0	.....		3	0	.....	92
Mithání to Purano Dero Ferry ...	5	0	.....		5	0	.....	99
Diparja to Malak Ferry	4	0	.....		4	0	.....	37
Kandoro to River	4	0	.....		4	0	.....	53
Sadhuja to Phul	2	0	.....		2	0	.....	18
Moro to Lalia...	8	0	.....		8	0	.....	271
Do. to Abji...	15	0	.....		15	0	.....	218
Lalia to Dhund Hasan	1	2,640	.....		1	2,640	.....	15
Moro to Pabjo	14	0	.....		14	0	.....	116
Pabjo to Nur Mahomed Kuba ...	2	0	.....		2	0	.....	28
Old Postal road	10	0	.....		10	0	.....	62
Pabjo to Masurji Wahi	8	0	.....		8	0	.....	65
San to Amerji	12	0	.....		12	0	.....	104
Pabjo to Kazi Ahmed	13	0	.....		13	0	.....	55
Daulatpur to Assistant Collector's Bungalow	1	0	.....		1	0	.....	27
Do. to Thul Rukan... ...	8	0	.....		8	0	.....	61
Moro to Khairo Dero	6	0	.....		6	0	.....	248
Daulatpur to Mirpur ferry	3	0	.....		3	0	.....	63
Sháhpur to Gachero	3	0	.....		3	0	.....	33
Do. to Bet Sajan	2	0	.....		2	0	.....	31
Daulatpur to Piaro Rahu	3	0	.....		3	0	.....	24
Assistant Collector's Bungalow to Piaro Rahu...	3	0	.....		3	0	.....	27
Gachero to Kalhoro	3	0	.....		3	0	.....	44
Kalhoro to Korai	3	2,640	.....		3	2,640	.....	21
Daulatpur to Bet Sajan	3	0	.....		3	0	.....	40
Do. to That	2	2,640	.....		2	2,640	.....	46
Korai to Gachero	3	0	.....		3	0	.....	56
Road round Moro Town	1	2,640	.....		1	2,640	.....	22
Sadhuja to Deparja...	8	0	.....		8	0	.....	174
Jatoi to Purano Dero	8	0	.....		8	0	.....	100
Total, Moro Táluka ...	185	3,960	.....		185	3,960	.....	.....
Carried over ...	5,054	1,504	148	627	2,502	2,131	.....	.....
Carried over Totals, I, II, III, and IV.	1,979	4,856	108	1,287	2,088	863	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward ...	5,054	1,504	148	627	5,202	2,131	.....	.....	
		1,979	4,856	108	1,287	2,088	863	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Táluka Sákrand.									
Hyderabad Canals—*contd.*	Sákrand to Sháhpur and Nawabsháh.	29	0	.....		29	0	.....	218	
	Do. to Mahrabpur	9	0	.....		9	0	.....	103	
	Sháhpur to Ahmedábad	4	0	.....		4	0	.....	22	
	Ahmedabad to Jamsahíb	6	0	.....		6	0	.....	25	
	Sháhpur to Gul Mahomed	1	0	.....		1	0	.....	7	
	Kazi Ahmed to That	12	0	.....		12	0	.....	87	
	That to Madd	18	0	.....		18	0	.....	160	
	Do. to Moro boundary	8	2,640	.....		8	2,640	.....	72	
	Kazi Ahmed to Pirjo Goth	4	0	.....		4	0	.....	34	
	Road to Pabjo	6	0	.....		6	0	.....	22	
	That to Khuh	6	0	.....		6	0	.....	45	
	Sháhpur to Sákrand	25	0	.....		25	0	.....	294	
	Sákrand to Gubchani	16	0	.....		16	0	.....	109	
	Old Postal Road	27	0	.....		27	0	.....	110	
	Kotri to Jamsáhib	16	0	.....		16	0	.....	38	
	Madd to Nakur	13	0	.....		13	0	.....	80	
	Nakur to Marakhwah	2	2,640	.....		2	2,640	.....	16	
	Main road to Ubhuro Lakho ...	3	2,640	.....		3	2,640	.....	41	
	Road to Khári	0	2,640	.....		0	2,640	.....	5	
	Madd to Gubram Mari	8	0	.....		8	0	.....	33	
	Do. to Nasri	3	0	.....		3	0	.....	29	
	Do. to Mahrabpur	3	2,640	.....		3	2,640	.....	35	

	Gubram Mari to main Road ...	1	2,640	.....	1	2,640	.....	8
	Main Road to Ali Bahar	9	0	.....	9	0	.....	56
	Mari to Sheikh Matal	2	0	.....	2	0	.....	.....
	Mahrábpur to ferry	3	0	.....	3	0	.....	33
	Sákrand boundary to Kandiáro boundary	85	0	.....	85	0	.....	3,100
	Gubchani to Jamsahib	8	0	.....	8	0	.....	25
	Nawabshah to Jamsahib	12	0	.....	12	0	.....	48
	Sháhpur to Jamsahib	8	0	.....	8	0	.....	36
	Total, Sákrand Táluka ...	350	0	.....	350	0	.....	.....
	Táluka Hála.							
	Matári boundary to Sákrand boundary	42	0	.....	42	0	.....	1,893
	Khari Nakur to Saidabad	6	0	.....	6	0	.....	69
	Saidabad to Shahdádpur	3	1,320	.....	3	1,320	.....	36
	Road to Maruf Bhambro	1	0	.....	1	0	.....	1
	Do. to old Hála	2	0	.....	2	0	.....	32
	Hála to Shahdádpur	8	0	.....	8	0	.....	153
	Do. to Bhánote	12	2,640	.....	12	2,640	.....	127
	Do. to River Bank	4	0	.....	4	0	.....	89
	Bhanote to River bank	6	0	.....	6	0	.....	74
	Khanote to River Bank	4	0	.....	4	0	.....	60
Hyderabad Canals—*contd.*	Hála to Ghotana	3	0	.....	3	0	.....	215
	Ghotana to Khanote...	2	0	.....	2	0	.....	29
	Ghotana to River Bank	2	1,320	.....	2	1,320	.....	22
	Do. to Tando Adam	9	0	.....	9	0	.....	142
	Hála to Bhitsáh	11	3,960	.....	11	3,960	.....	124
	Hála to Lál Udero	6	0	.....	6	0	.....	90
	Lál Udero to Tando Alahyar boundary	15	0	.....	15	0	.....	147
	Nasarpur to Tájpur, Tájpur to Landi Khesano	4	0	.....	4	0	.....	55
	Bhitsáh to Alibhar Kacheri ...	35	0	.....	35	0	.....	101
	Road from main road to Lál Udero .	1	2,640	.....	1	2,640	.....	25
		178	1,320	.....	178	1,320	.....	.....
	Carried over ...	5,404	1,504	148 627	5,552	2,131	.....	.....
	Carried over Totals, I, II, III, and IV.	1,979	4,856	108 1,287	2,088	863	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Rs.	Rs.	Rs.	
	Brought forward ...	5,404 1,504	148 627	5,552 2,131	.....	.....	
		1,979 4,856	108 1,287	2,088 863	.....	.....	
		178 1,320	.....	178 1,320	.....	.....	
	V—VILLAGE OR CLEARED ROAD—*continued.*						
	SIND DIVISION—*continued.*						
	Táluka Hálá—concluded.						
	Sekhat to Lál Udero and Udero to Tando Alahyar boundary	9 0	.....	9 0	.....		101
	Nasirwah to Masu Bhurgri... ...	8 1,320	.....	8 1,320	.....		71
	Matári to Mahar	6 0	.....	6 0	.....		62
	Do. to Jakry ferry	3 0	.....	3 0	.....		20
	Do. to Nasarpur	12 1,320	.....	12 1,320	.....		94
	Do. to Unarpur Ferry	4 1,320	.....	4 1,320	.....		61
	Do. to Shaikh Teehar	3 0	.....	3 0	.....		119
	Jiandal Kote to Hyderabad boundary	3 0	.....	3 0	.....		20
	Total, Hála Táluka ...	227 0	.....	227 0	.....	.....	

Hyderabad Canals—*contd.*	*Táluka Shahdádpur.*								
	Shahdádpur to Hála boundary ...	6	0	.....		6	0	.....	95
	Do. to Tando Adam ...	9	0	.....		9	0	.....	112
	Do. to Jhole	18	0	.....		18	0	.....	171
	Thigri Pir to Dalor	8	0	.....		8	0	.....	116
	Shahdádpur to Saidabad	11	0	.....		11	0	.....	114
	Dalor to Berani	5	1,320	.....		5	1,320	.....	59
	Berani to Tando Adam	3	3,960	.....		3	3,960	.....	31
	Jholi to Tando Adam	17	0	.....		17	0	.....	193
	Shahdádpur to Sháhpur	16	0	.....		16	0	.....	241
	Muksud Rind to Gul Mahomed ...	6	3,960	.....		6	3,960	.....	39
	Shahdádpur to Gul Mahomed ...	13	2,640	.....		13	2,640	.....	157
	Road between Tando Adam and Hála.	5	1,320	.....		5	1,320	.....	73
	Shahdádpur to Kun Darun... ...	8	0	.....		8	0	.....	105
	Landhi to Brahmanabad	3	2,640	.....		3	2,640	.....	32
	Sháhpur to Khadro	4	0	.....		4	0	.....	49
	Khadro to Sanghar	2	3,960	.....		2	3,960	.....	24
	Shahdádpur to Berani	14	0	.....		14	0	.....	99
	Mirpur boundary to Sanghar boundary	11	2,640	.....		11	2,640	.....	62
	Berani to Khan	3	2,640	.....		3	2,640	.....	29
	Berani to Kandiaro	12	0	.....		12	0	.....	143
	Sháhwáh to Sháhpur	1	0	.....		1	0	.....	8
	Total, Shahdádpur Táluka ...	179	3,960	.....		179	3,960	.....	.....
	Táluka Tando Alahyar.								
	Tando Alahyar to Chambur ...	20	0	.....		20	0	.....	263
	Do. to Tando Mahomed Khán boundary	12	0	.....		12	0	.....	148
	Khokhar to Tando Kaisar	5	0	.....		5	0	.....	79
	Tando Alahyar to Tando Adam ...	20	0	.....		20	0	.....	310
	Do. to Gorchani ...	15	0	.....		15	0	.....	191
	Tando Adam to Sháhbit	3	0	.....		3	0	.....	54
	Do. to Jhole	4	0	.....		4	0	.....	63
	Do. to Ghotana	5	0	.....		5	0	.....	74
	Do. to Berani	11	0	.....		11	0	.....	33
	Carried over ...	95	0	.....		95	0	.....	.....
		5,811	184	148	627	5,959	811	.....	.....
	Carried over Totals, I, II, III, and IV.	1,979	4,856	108	1,287	2,088	863	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		5,811	184	148	627	5,959	811	.....	.....	
	Brought forward ...	1,979	4,856	108	1,287	2,088	863	.....	.....	
		95	0	.....		95	0	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Táluka Tando Alahyar—concluded.									
Hyderabad Canals—*concluded.*	Tando Alahyar to Nasarpur ...	7	0	.....		7	0	.....	111	
	Nasarpur to Hála Haveli	5	0	.....		5	0	.....	88	
	Tando Alahyar to Tando Sumro ...	10	0	.....		10	0	.....	142	
	Tando Adam to Kehi	15	0	.....		15	0	.....	119	
	Hyderabad to Mirpur boundary ...	15	0	.....		15	0	.....	428	
	Khokhar to Sheikh Bhirko... ...	4	0	.....		4	0	.....	67	
	Total, Tando Alahyar Táluka ...	151	0	.....		151	0	.....	.....	
	Táluka Mirpur.									
	Alahyar boundary to Umarkot boundary	19	0	.....		19	0	.....	489	
	Mirpur to Khipra	13	0	.....		13	0	.....	224	
	Do. to Dengan	8	0	.....		8	0	.....	38	
	Do. to Sindri	7	0	.....		7	0	.....	17	
	Do. to Atna	7	0	.....		7	0	.....	10	
	Do. to Mirwáh Gorchani ...	15	0	.....		15	0	.....	231	
	Alahyar boundary to Samara ...	16	0	.....		16	0	.....	185	
	Mirpur to Shahdádpur boundary ...	13	0	.....		13	0	.....	183	

	Do. to Goth Shir Mahomedkhán Talpur	2	0	.....	2	0	.....	22
	Do. to Tando Adam boundary ...	6	0	.....	6	0	.....	76
	Total, Mirpur Táluka ...	106	0	.....	106	0	.....	.....
	Táluka Hyderabad.							
	Tando Jam to Tando Kaiser ...	3	0	.....	3	0	.....	106
	Hyderabad to Khokhar	9	0	.....	9	0	.....	196
	Halepota to Battle Field	3	2,640	.....	3	2,640	.....	38
	Miano to Ghulun	7	2,640	.....	7	2,640	.....	139
	Dadro to Mulan	7	0	.....	7	0	.....	154
	Daba to Masu Bhurgri	7	0	.....	7	0	.....	145
	Tando Ghulam Husein to Hajipur ...	9	2,640	.....	9	2,640	.....	109
	Hyderabad to Jam Shora	3	0	.....	3	0	.....	55
	Hyderabad to Fazul-jo Tando ...	14	0	.....	14	0	.....	181
	Tando Kaisur to Husri	7	0	.....	7	0	.....	100
Fuleli Canals ...	Hyderabad to Tando Ghulam Husien	2	0	.....	2	0	.....	22
	Hyderabad to Shaik Bhirko ...	21	2,640	.....	21	2,640	.....	620
	Husri to Khather	5	0	.....	5	0	.....	55
	Tando Fazul to Khather	7	0	.....	7	0	.....	100
	Hyderabad to Husri...	6	2,640	.....	6	2,640	.....	76
	Khather to main road leading to Tando Mahomed Khán	1	0	.....	1	0	.....	10
	Husri to main road leading to Tando Mahomed Khán	1	2,640	.....	1	2,640	.....	10
	Gidu Bandar to Tando Jam... ...	17	0	.....	17	0	.....	10,400
	Hyderabad to Seri	13	0	.....	13	0	.....	1,060
	Hyderabad to Sarfrazwáh	12	0	.....	12	0	.....	800
	Total, Hyderabad Táluka ...	157	0	.....	157	0	.....	.....
	Carried over ...	6,225	184	148 627	6,373	811	.....	.....
	Carried over Totals, I, II, III and IV.	1,979	4,856	108 1,287	2,088	863	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
								Rs.	Rs.	
	Brought forward ...	6,225	184	148	627	6,373	811	.....	.....	
		1,979	4,856	108	1,287	2,088	863	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Táluka Guni.									
Fuleli Canals—*continued.*	Tando Mahomed Khán to Khorwáh	26	0	.....		26	0	.....	475	
	Do. do. to Katiar. ...	7	0	.....		7	0	.....	295	
	Mahrani to Mulchand	17	0	.....		17	0	.....	350	
	Khokhar to Budhka Takur... ...	1	0	.....		1	0	.....	40	
	Mulchand to Dhandi	6	0	.....		6	0	.....	102	
	Haleji to Lakhat	8	0	.....		8	0	.....	137	
	Matli to Ghulam Haider	3	0	.....		3	0	.....	179	
	Tando Gulam Haider to Nazarpur ...	1	0	.....		1	0	.....	21	
	Nazarpur to Matli	2	0	.....		2	0	.....	81	
	Matli to Dando	7	2,640	.....		7	2,640	.....	188	
	Khorwáh to Mirpur Batoro boundary.	3	0	.....		3	0	.....	84	
	Bulri to Khorwáh	9	0	.....		9	0	.....	143	
	Dhandhi to Jhoke	12	0	.....		12	0	.....	205	
	Katiar to Dhandi	8	0	.....		8	0	.....	122	
	Tando Mahomed Khán to Dhandi ...	8	0	.....		8	0	.....	210	
	Seri to Badin boundary	31	0	.....		31	0	.....	1,541	
	Khorwáh to Tarai	16	0	.....		16	0	.....	.....	
	Total, Guni Táluka ...	165	2,640	.....		165	2,640	.....	.....	

Táluka Tando Bágo.							
Dadah to Juda	8	0	.....	8	0	.....	73
Tando Bágo to Venrai	4	0	.....	4	0	.....	60
Tando Bágo to Khairpur	16	0	.....	16	0	.....	255
Do. to Jamáli	6	0	.....	6	0	.....	136
Jamáli to Rajo Khanani	12	0	.....	12	0	.....	199
Tando Bágo to Nindo Sháhir ...	10	0	.....	10	0	.....	182
Nindo Shahir to Wango	14	0	.....	14	0	.....	104
Tando Bágo to Pingreyo	14	0	.....	14	0	.....	217
Pingreyo to Khairpur	9	0	.....	9	0	.....	101
Tando Bágo to Dadah	12	0	.....	12	0	.....	134
Khairpur to Juda	2	0	.....	2	0	.....	37
Pingreyo to Wango	10	0	.....	10	0	.....	97
Total, Tando Bágo Táluka ...	117	0	.....	117	0	.....	.....
Táluka Badin.							
Talhar to Jamáli	5	0	.....	5	0	.....	421
Do. to Dando	6	0	.....	6	0	.....	75
Luari to Nindo Shahir	12	0	.....	12	0	.....	268
Venrai to Badin	8	0	.....	8	0	.....	601
Badin to Turai	6	0	.....	6	0	.....	230
Venrai to Nindo Shahir	10	0	.....	10	0	.....	73
Bahedami to Kadhan	6	0	.....	6	0	.....	58
Badin to Serani	10	0	.....	10	0	.....	112
Serani to Bahedami	10	0	.....	10	0	.....	214
Road to Runn	30	0	.....	30	0	.....	63
Main road from Badin boundary to Badin *viá* Talhar	20	0	.....	20	0	.....	332
Badin to Luari	8	0	.....	8	0	.....	
Luari to Kadhan	6	0	.....	6	0	.....	
Kadhan to Paran	10	0	.....	10	0	.....	
Total, Badin Táluka ...	147	0	.....	147	0	.....	.....
Carried over ...	6,654	2,824	148 627	6,802	3,451	.....	.....
Carried over Totals, I, II, III and IV.	1,979	4,856	108 1,287	2,088	863	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought forward ...	6,654 2,824	148 627	6,802 3,451	.....	.....	
		1,979 4,856	108 1,287	2,088 863	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*						
	SIND DIVISION—*continued.*						
	Táluka Dero Mohbat.						
Fuleli Canals—*concluded.*	Tando Mahomed Khán to Dero Mohbat	15 0	.....	15 0	.....	138	
	Tando Mahomed Khan to Tando Ghulám Ali ...	25 0	.....	25 0	.....	276	
	Do. do. *viâ* Pharkaro.	20 2,640	.....	20 2,640	.....	241	
	Tando Mahomed Khan to Tando Fazal	6 2,640	.....	6 2,640	.....	73	
	Haji Sawan to Raji Khanani ...	6 0	.....	6 0	.....	53	
	Degri to Gorchani	11 0	.....	11 0	.....	40	
	Dadáh to Degri	10 0	.....	10 0	.....	63	
	Old Postal Road	30 0	.....	30 0	.....	78	
	Total, Dero Mohbat Táluka ...	124 0	.....	124 0	.....	.....	
	Eastern Nára.						
	Hyderabad-Umarkot road from Umarkot-Sufi to Baragi	34 0	.....	34 0	15	1,069	
	East Bank Mitraowah	86 0	.....	86 0	30	.....	
	West do. do.	86 0	.....	86 0	30	1,137	
	Khipra to Sanghar	42 0	.....	42 0	Unknown ...	242	

	Umarkot to Gadro *viâ* Shekheo ...	64	0	.....	64	0	Do. ...		50
	Umarkot Nagar Parkar roads *viâ* Chachra Tar Misreeshah	108	0	.....	108	0		9	147
	Jhudo Nagar Parkar road *viâ* Naokot Mithi Islamkot Virawah ...	132	0	.....	132	0		13	442
	Nabisar to Mithi *viâ* Herpur ...	42	0	.....	42	0		11	34
	Virawah to Tar Ahmed Rind *viâ* Haro and Veranhar	80	0	.....	80	0		4	53
	Nagar to Rahimiki Runn road *viâ* Arniaro Vingi Panele and Vingur .	110	0	.....	110	0		8	40
	Nagar to Islamkot *viâ* Bhodesar Giramari Jhango	46	0	.....	46	0		15	92
Eastern Nára ...	Mithi to Dipla	22	0	.....	22	0		6	51
	Do. to Chachra *viâ* Chelhar ...	44	0	.....	44	0		8	46
	Islamkot to Chachra	40	0	.....	40	0		17	.....
	Total, Eastern Nára ...	936	0	.....	936	0	.....		.....
	Táluka Khipra.								
	Mitha Fakir to Khái	12	0	.....	12	0		20	34
	33rd mile Mithrau to Dher Mitha Takir	2	0	.....	2	0		15	4
	Vadhal to Kandiari	16	0	.....	16	0		30	38
	Tigusar to join Mirpur Road ...	1	2,640	.....	1	2,640		15	8
	27th mile Mithrau to Tigusar ...	4	2,640	.....	4	2,640		15	28
	Khái to Akri...	10	0	.....	10	0	.....	20	 40
	Dher Mitha Fakir to Phulahdi ..	2	0	.....	2	0		5	4
	Giror to Khái	4	0	.....	4	0		20	 5
	Do. to Saheb Tar	14	0	.....	14	0		15	.....
	Khipra to Phulahdi	12	0	.....	12	0		20	55
	Giror to Gulam Nabisháh	12	0	.....	12	0		20	.....
	14th mile Mithrau to Vadahal ...	10	0	.....	10	0		20	12
	Khipra to Dilyar	9	0	.....	9	0		20	.....
	Khipra to Gulam Nabisháh ...	22	0	.....	22	0		29	.....
	36th mile Mithrau to Giror... ...	8	0	.....	8	0		30	.....
	Carried over ...	139	0	.....	139	0	.....		.....
		7,714	2,824	148 627	7,862	3,451	.....		.....
	Carried over Totals, I, II, III and IV.	1,979	4,856	108 1,287	2,088	863	.....		.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		7,714	2,824	148	627	7,862	3,451	.....	.....	
	Brought forward ...	1,979	4,856	108	1,287	2,088	863	.....	.....	
		139	0	.....		139	0	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Táluka Khípra—concluded.									
	Khipra to Hathungo...	6	0	.....		6	0	60	19	
	Khipra to Jesalmere...	68	0	.....		68	0	20	.....	
	Pir Pithoro to Shadi Pali	6	0	.....		6	0	40	58	
	Khipra to Golari *viâ* Khai	15	0	.....		15	0	25	84	
	Giror to Golári	3	0	.....		3	0	6	11	
	Golári to Changul	8	0	.....		8	0	6	45	
	Golári to Saheb Tar...	1	2,640	.....		1	2,640	5	2	
	Variaso Gher to Nahrádi	6	0	.....		6	0	5	44	
	Khipra to Tharwah *viâ* Ratokot ...	30	0	.....		30	0	7	86	
	Khipra to Mirpur boundary ...	16	0	.....		16	0	40	168	
	Dengan to 40th mile Mithrau ...	2	0	.....		2	0	15	16	
	Dengan to Mithrau	2	0	.....		2	0	15	8	
	Dengan to Mirpur Road	4	0	.....		4	0	20	6	
	Ghulam Nabi Shah to Changul ...	2	0	.....		2	0	15	53	
	Giror to 40th mile Mitraowah ...	8	0	.....		8	0	30	56	
	Total, Khipra Táluka ...	316	2,640	.....		316	2,640	.....	.....	

	Táluka Umarkot.								
Eastern Nára—*continued.*	Umarkot to Naokot	40	0	.....		40	0	21	296
	Nabisar to Jhinghiar	18	0	.....		18	0	Not known.	.....
	Nabisar to Bhit Bhorai	26	0	.....		26	0	6	16
	Umarkot to Chor	13	0	.....		13	0	Not known.	41
	Do. to Tibuhi	18	0	.....		18	0	Do.	130
	Dengan to Mori Leth	3	0	.....		3	0	Do.	18
	Nabisar to Mithi road	8	0	.....		8	0	5	5
	Nabisar to Samara	24	0	.....		24	0	Not known.	105
	Samara to Chandawah	22	0	.....		22	0	Do.	86
	East bank Tharwáh	11	0	.....		11	0	Do.	70
	Nabisar to Jhuda	20	0	.....		20	0	Do.	148
	54th mile Mithrau to Dengan ...	2	0	.....		2	0	30	16
	West bank Kotwáh	10	0	.....		10	0	Not known.	371
	Nabisar to join Digri road	16	0	.....		16	0	Do.	.....
	Jhudo to Samára	20	0	.....		20	0	26	.....
	Darélo to 52nd mile Mithrau ...	3	0	.....		3	0	15	.....
	Umarkot to Samára...	24	0	.....		24	0	15	.....
	Chor to join the Chachra road ...	20	0	.....		20	0	18	.....
	South bank Chorewáh	10	0	.....		10	0	Not known.	43
	Kharoro to Dengan	12	0	.....		12	0	Do.	.....
	West bank Tharwáh	11	0	.....		11	0	Do.	.....
	East bank Kotwáh	10	0	.....		10	0	Do.	.....
	Durelo Shakh road	4	0	.....		4	0	Do.	26
	North bank Chorwáh road	10	0	.....		10	0	Do.	.....
	Umarkot to Bhu	20	0	.....		20	0	Do.	16
	Samára to Mithrau	4	0	.....		4	0	Do.	19
	Umarkot to Saheb Tar ...	20	0	.....		20	0	Do.	.....
	Darelo to Nabisar	14	0	.....		14	0	Do.	6
	Darelo to Chor	7	0	.....		7	0	Do.	.....
		420	0	.....		420	0	.....	.....
	Carried over ...	8,031	184	148	627	8,179	811	.....	.....
	Carried over Totals, I, II, III and IV.	1,979	4,856	108	1,287	2,088	863	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		8,031	184	148	627	8,179	811	.....	.....	
	Brought forward ...	1,979	4,856	108	1,287	2,088	863	.....	.....	
		420	0	.....		420	0	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Táluka Umarkot—concluded.									
	Umarkot to Pychati Karia ...	5	0	.....		5	0	Not known	.....	
	Total, Umarkot Táluka ...	425	0	.....		425	0	.....	.....	
	Táluka Sánghar.									
	Sánghar to Jakhrao Dang ...	14	0	.....		14	0	Not known	.....	
	Sánghar to Mirpur Dang ...	6	0	.....		6	0	Do.	29	The distance between Sánghar and Mirpur Dang is 6 miles and not 29 as shown in former statement.
	Sánghar to Jhole	7	0	.....		7	0	Do.	24	
	Sánghar to Sháhpur	10	0	.....		10	0	Do.	54	
	Tando Mitha Khan to 8th mile Mithrao	11	0	.....		11	0	35	.....	
	Tando Mitha Khán to Turi ...	10	0	.....		10	0	40	.....	
	Turi to Sánghar	5	0	.....		5	0	40	10	
	Do. to Jhole	8	0	.....		8	0	40	.....	
	11th mile Mithrao to Khori ...	12	0	.....		12	0	35	.....	
	Do. to Bobi ...	4	0	.....		4	0	10	.....	

Eastern Nára—*continued.*	Bakár to Kánhar	16	0	.....	16	0	20	.....
	Mithrao to Ravtani	6	0	.....	6	0	12	.....
	Ravtani to Ghundan	6	0	.....	6	0	12	.....
	20th mile Mithrao to Tando Mitha Khán ...	14	0	.....	14	0	20	.....
	17th do. to Berani ...	14	0	.....	14	0	20	.....
	4th do. to Chotiari ...	12	0	.....	12	0	20	18
	9th do. to Mirpur Dang .	4	0	.....	4	0	20	11
	Tando Mitha Khán to Chotiari ...	2	0	.....	2	0	20	.....
	15th mile Mithrao to Mirpur Dang .	8	0	.....	8	0	20	.....
	Sánghar to Mithrao	10	0	.....	10	0	10	.....
	Mithrao to Ruthal	20	0	.....	20	0	19	.....
	Do. to Takario	12	0	.....	12	0	17	.....
	Bakaro to Pathayo	12	0	.....	12	0	17	.....
	Dhoro Janib to Pathayo ...	10	0	.....	10	0	16	.....
	Total, Sánghar Táluka ...	233	0	.....	233	0	.....	.....
	Táluka Nagar.							
	Nagar to Bahrano	24	0	.....	24	0	10	22
	Nagar to Kasbo	14	0	.....	14	0	10	14
	Nagar to Rann Lodani ...	14	0	.....	14	0	7	14
	Haro to Islamkot Dáng ...	32	0	.....	32	0	8	.....
	Virawah to Mokhai	8	0	.....	8	0	20	6
	Pithapur to Aklo	10	0	.....	10	0	20	.....
	Nagar to Parodhiro	20	0	.....	20	0	20	10
	Pithapur to Bahrano	8	0	.....	8	0	20	19
	Virawah to Karki	8	0	.....	8	0	13	8
	Total, Nagar Táluka ...	138	0	.....	138	0	.....	.....
	Táluka Mithi.							
	Mithi to Jorivo	16	0	.....	16	0	13	.....
	Mithi to Islamkot *vid* Bhakmo ...	36	0	.....	36	0	25	52
	Do. to Chachra road	14	0	.....	14	0	18	.....
	Carried over ...	66	0	.....	66	0	.....	.....
		8,827	184	148 627	8,975	811	.....	.....
	Carried over Totals, I, II, III, and IV	1,979	4,856	108 1,287	2,088	863	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		8,827	184	148	627	8,975	811	.....	.....	
	Brought forward ...	1,979	4,856	108	1,287	2,088	863	.....	.....	
		66	0	.....		66	0	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Táluka Mithi—concluded.									
	Mithi to Kap Puran	40	0	.....		40	0	13	.....	
	Islamkot to Vakria	18	0	.....		18	0	14	.....	
	Islamkot to Tar Akheraj ...	6	0	.....		6	0	25	.....	
	Do. to Cháchi	28	0	.....		28	0	30	.....	
	Khario to Dang Haro	12	0	.....		12	0	9	.....	
	Total, Mithi Táluka ...	170	0	.....		170	0	.....	.....	
	Táluka Cháchra.									
	Cháchra to Tar Ahmed Rind ...	32	0	.....		32	0	9	45	
	Cháchra to Nabisar	28	0	.....		28	0	10	.....	
	Cheylor to Bhu	20	0	.....		20	0	9	.....	
	Chachra to Gadro *viâ* Khainsar ...	48	0	.....		48	0	10	82	
	Khainsar to Tar Ahmed Rind ...	24	0	.....		24	0	10	14	
	Do. to Tar Surtan... ...	30	0	.....		30	0	Not known	.....	
	Parno to Manchro	10	0	.....		10	0	10	.....	

Eastern Nára—*concluded.*	Do. Khimejo Par	15	0	.....	15	0	8	.....
	Cháchra to Mahari	24	0	.....	24	0	10	.....
	Tar Ahmed Rind to Sati Dera ...	8	0	.....	8	0	Not known...	6
	Kantro to Bhu	10	0	.....	10	0.	10	.....
	Total, Cháchra Táluka ...	249	0	.....	249	0	.....	.....
	Táluka Dipla.							
	Dípla to Bulhiari	12	0	.....	12	0	4	10
	Do. to Rahimiki	28	0	.....	28	0	4	45
	Lasi to Dáng Valaso	6	0	.....	6	0	5	.....
	Dípla to Naokot	28	0	.....	28	0	4	56
	Do. to Kaloi	24	0	.....	24	0	4	14
	Saro to Vingur	6	0	.....	6	0	4	.....
	Dípla to Bakoro	14	0	.....	14	0	7	20
	Siro to Bulhiari	9	0	.....	9	0	4	.....
	Vingur to Runn	2	0	.....	2	0	4	.....
	Khan Notiari to Sunskote ...	4	0	.....	4	0	4	.....
	Runn to Koural	24	0	.....	24	0	5	.....
	Kaloi to Vingi ...	4	0	.....	4	0	5	.....
	Naokot to Rahmiki *viâ* Kaloi ...	40	0	.....	40	0	4	100
	Rohiro to join the Mithi and Panjirio Roads *viâ* Kalian	8	0	.....	8	0	5	.....
	Piluri to Pangrio	8	0	.....	8	0	4	19
	Balhiari to Vingur	10	0	.....	10	0	4	30
	Vingur to Dabhri	10	0	.....	10	0	4	14
	Hemhar to Verijhap	10	0	.....	10	0	6	24
	Saran to Saro	6	0	.....	6	0	10	.....
	Haloi to Puran	4	0	.....	4	0	10	.....
	Total, Dipla Táluka ...	257	0	.....	257	0.	.....	.....
	Carried over ...	9,503	184	148 627	9,651	811	.....	.....
	Carried over Totals, I, II, III, and IV	1,979	4,856	108 1,287	2,088	863	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought forward ...	9,503 184	148 627	9,651 811	.....	.....	
		1,979 4,856	108 1,287	2,088 863	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*						
	SIND DIVISION—*continued.*						
	Jacobabad Táluka.						
	Road by the Bank of Rajwah ...	1 0	.....	1 0	1,267	27	This road goes from Jacobabad and meets the Mubarakpur road hence it forms part of through lines of communication. The cost of construction of this road is not traceable from the records. The amount shown in column 6 comprises the construction of bridges over it.
	East Dungar Road	1 2,640	.....	1 2,640	884	28	This road commences from the Alipur road going by the bank of Rajwah east of Dungar and meets the Shikárpur road. The amount shown in column 6 comprises the construction of bridges over it.
	West Dungar Road	1 2,640	.....	1 2,640	1,014	40	This road commences from the Cantonment limits going by the bank of Rajwah and meets the Shikárpur road. The amount shown in column 6 comprises the construction of bridges over it.
	Durbar Rifle Road	0 3,960	.....	0 3,960	716	14	This road commences from the 1st mile of the Shikárpur road and joins at the Rajwah bank and thence goes within the Cantonment limits. The amount shown in column 6 comprises the construction of bridges over it.

Begari Canals—*continued.*	Branch road going to Railway Station	1	0	.....	1	0	629	20	This road branches off from the Shikárpur road and crossing the Lárkhána road ends at the Railway bund. The amount shown in column 6 comprises the construction of bridges over it.
	Road from Jacobabad to Mamul ...	4	0	.....	4	0	...	81	The cost of construction of this road is not traceable, hence column 6 has been left blank.
	Branch of Alipur Road which meets the Dungar Road	1	2,640	.....	1	2,640	...	13	Do. do. do.
	Road from Jacobabad to Uch ...	4	0	.....	4	0	297	74	Do. do. The amount comprises the average cost per mile of construction of bridges over it.
	Do. Jacobabad to Alipur ...	3	0	.....	3	0	552	37	Do. do. do.
	Road from Jacobabad to Nurwah going to Goranari	4	0	.....	4	0	1,370	72	Do. do. do.
	Mubárakpur Road from Jacobabad to Nurwah	3	0	.....	3	0	...	70	The cost of the construction of this road is not traceable.
	Road from Jacobabad to Monothi ...	1	2,640	.....	1	2,640	...	36	Average cost of repairs is given for 3 years ending 1889-90.
	Road from Mouladad to Ramzanpur .	10	0	.. ...	10	0	444	687	The cost of construction of this road is not traceable. The amount comprises the average cost per mile of construction of bridges over it.
	Do. from Sheranpur to Garhi Khairo	22	0	.....	22	0	...	157	The cost of construction of this road is not traceable.
	Do. from Janidero to Kowreja ...	6	0	.....	6	0	...	92	Do. do.
	Do. from Abad to Kowreja ...	3	0	.....	3	0	...	59	Do. do.
	Do. from Kowreja to Vakro ...	6	0	... ..	6	0	...	85	Do. do.
	Do. from Janidero to Abad ...	5	0	.....	5	0	...	46	Do. do. Average cost of repairs is given for three years ending 1889-90.
	Do. from Lárkhána to Chausul ...	27	0	.....	27	0	659	212	The cost of construction of this road is not traceable. The amount comprises the average cost per mile of construction of bridges over it.
	Do. from Chausul to Garhi Khairo	23	0	.....	23	0	...	167	The cost of construction of this road is not traceable.
	Do. from Rajhan to Vakro ...	15	0	.....	15	0	...	53	Do. do.
	Do. from Mauladad to Maharwalla.	23	0	.....	23	0	...	209	Do. do.
	Carried over ...	166	3,960	.....	166	3,960	...	...	
		9,503	184	148 627	9,651	811	...	...	
	Carried over Totals, I, II, III and IV	1,979	4,856	108 1,287	2,088	863	...	...	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		9,503	184	148	627	9,651	811	.....	.....	
	Brought forward ...	1,979	4,856	108	1,287	2,088	863	.....	.....	
		166	3,960	.....		166	3,960	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Jacobabad Táluka—concluded.									
	Dumb Road	6	0	.....		6	0	...	67	This road goes from Jacobabad and meets the Rajhan Road to Garhi Khairo, Mundranipur Trigonometrical tower.
	Road from Jacobabad to Mundranipur	12	0	.....		12	0	...	88	The cost of construction of this road which was repaired in 1887-88, is not traceable.
	Do. Jacobabad to Begari Bridge	10	2,640	.....		10	2,640	63	1,668	The cost of construction of this road is not traceable. The amount comprises the average cost per mile of construction of bridges over it.
	Telegraph Road from Jacobabad to Kashmor	76	0	.....		76	0	78	1,689	Do. do. Out of 49 Karias on the road 41 are bridged.
	Total, Jacobabad Táluka ...	271	1,320	.....		271	1,320	.....	.....	
	Thul Táluka.									
	Road from Saidukote to Dari ...	20	0	.....		20	0	Unknown ...	150	All the Karias are not bridged.
	Do. Mirpur to Tangwani ...	20	0	.....		20	0	Do. ...	80	Out of 18 Karias 2 are bridged.
	Do. do. to Dilmurad ...	12	0	.....		12	0	Do. ...	152	Out of 19 Karias 16 are bridged.
	Do. Karampur to Begári ...	4	0	.....		4	0	Do. ...	7	No Karias cross this road.

Begari Canals—*continued.*	Do.	Udi to Saidukote ...	5	0	.....	5	0	Do. ...	7	There are 8 Karias on this road but none of them is bridged.
	Do.	Old Thul to Begari *viâ* Udi	29	0	.....	29	0	Do. ...	242	Out of 27 Karias 2 are bridged.
	Do.	Thul to Garhi Rahimdad.	8	0	.....	8	0	*429	102	*The average cost per mile includes the cost of bridges over it. Ten water-courses pass through this road which are bridged.
	Do.	Old Thul to Jafarkhan.	16	0	.....	16	0	40	100	Ten miles of this road were made in 1885-86; the other 6 miles existed before and there is no record to show when these were made. The average cost of construction is shown for 10 miles, out of 26 Karias passing through out 2 are bridged.
	Do.	Old Thul to Jacobabad up to Nurwah ...	19	0	.....	19	0	Unknown ...	199	Average cost of repairs is given for 5 years. Out of 36 Karias 12 are bridged.
	Do.	Old Thul to Garhi Hassan.	6	0	.....	6	0	139	124	Average cost of repairs is given for 5 years ending 1888-89. The cost of construction of this road is not traceable. The amount comprises the average cost per mile of construction of bridges over it. Out of 31 Karias 24 are bridged.
	Do.	Do. to Jacobabad *viâ* Mirpur and Mubarakpur up to Sarki Bridge on Nurwah ..	21	0	.....	21	0	Unknown ...	348	Average cost of repairs is given for 5 years. Out of 39 Karias 24 are bridged.
	Do.	Mirpur to Chana ...	3	0	.....	3	0	Do. ...	115	Average cost of repairs is given for 5 years. Out of 5 Karias 2 are bridged.
	Do.	Mubarakpur to Abad ...	8	0	.....	8	0	Do. ...	52	Average cost of repairs is given for 5 years. Out of 11 Karias 7 are bridged.
	Do.	Thul to Gauspur ...	24	0	.....	24	0	Do. ...	80	Out of 36 Karias 2 are bridged.
	Do.	Mubarakpur to Miral ...	4	0	.....	4	0	282	40	Do. 6 do. 5 do.
	Do.	Do. to Begari Bridge ...	1	0	.....	1	0	Unknown ...	7	There is only 1 Karia which is not bridged.
	Do.	Udi to Sher Garh ...	13	0	.....	13	0	203	94	Out of 14 Karias 1 is bridged.
	Do.	Old Thul to Saidokote .	8	0	.....	8	0	Unknown ...	16	Do. 12 Karias 2 are bridged.
	Do.	Gauspur to Tungwani ...	12	0	.....	12	0	Do. ...	92	Do. 11 Karias 3 are bridged.
	Do.	Tungwani to Toj ...	3	0	.....	3	0	Do. ...	95	There is no Karia on this portion of the road.
		Carried over ...	236	0	.....	236	0	.....	.....	
			9,774	15,04	148 627	9,922	2,131	.....	.....	
	Carried over Totals, I, II, III and IV		1,979	4,856	108 1,287	2,088	863	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
		9,774 1,504	148 627	9,922 2,131	.....	.....	
	Brought forward ...	1,979 4,856	108 1,287	2,088 863	.....	.....	
		236 0	.....	236 0	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*						
	SIND DIVISION—*continued.*						
	Thul Táluka—concluded.						
	Road from Mirpur to Sher Garh *viâ* Manjhi Bridge on the Sonewah	22 0	.....	22 0	Unknown ...	30	Out of 4 Karias 3 are bridged.
	Do. Shergarh to Gauspur ...	12 0		12 0	Do. ...	.....	Do. 14 do. 3 do.
	Total, Thul Táluka ...	270 0	.....	270 0	.....	.....	
	Kashmor Táluka.						
	Road from Mahar to Kumbri ...	4 0	.....	4 0	45	57	This road was constructed in 1882-83 at a total cost of Rs. 180 from the Local Funds. Out of 11 Karias 1 is bridged.
	Do. Kashmor to Badani *viâ* Kashmor Bund ...	18 0	.....	18 0	Unknown ...	262	No Karia crosses this road.
	Do. Gublo to Piple ...	6 0	.....	6 0	Do. ...	87	
	Do. Haibat to Kandkot ...	4 0	.....	4 0	Do. ...	102	There is only one Karia which is not bridged.
	Do. Haibat to Bhanner ...	6 0	.....	6 0	Do. ...	117	Do. do.
	Do. Bhuner to Gublo ...	4 0	.....	4 0	Do. ...	90	No Karia crosses this road.
	Do. Kandkote to Toj ...	11 0	.....	11 0	Do. ...	58	Out of 12 Karias 5 are bridged.

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Begari Canals—*continued.*	Do.	Kandkote to Badani ...	16	0	.....	16	0	Do. ...	144	The cost of maintenance and repairs is shown for 2 years. None of the 5 Karias is bridged.
	Do.	Kumbri to Badani ...	6	0	.....	6	0	Do. ...	60	Do. do. None of the 4 Karias is bridged.
	Do.	Kashmor to Sui up to the Kashmor Táluka boundary ...	6	2,640	.....	6	2,640	Do. ...	35	Average cost of 2 years is shown. Out of 6 Karias 3 are bridged.
	Do.	Gauspur to Begariwah...	6	0	.....	6	0	Do. ...	50	Do. One Karia crosses this road which is not bridged.
	Do.	do. to Arain Bridge.	3	0	.....	3	0	Do. ...	40	Do. None of the 3 Karias crossing this road is bridged.
	Do.	do. to Dari ...	6	0	.....	6	0	Do. ...	50	Do. do. of the 2 Karias are bridged
	Do.	do. to Shergarh ...	5	0	.....	5	0	Do. ...	15	Do. do.
	Do.	Drakhan to Tungwani up to Thul Táluka boundary	27	0	.....	27	0	219	843	Out of 27 Karias 14 are bridged.
	Do.	Dari to Arain Bridge ...	6	0	.....	6	0	Unknown ...	43	None of the 2 Karias on this road are bridged.
	Do.	Kashmor to the river bank	2	0	.....	2	0	Do. ...	20	Average is shown only for 2 years.
	Do.	Gauspur to Haibat ...	6	2,640	.....	6	2,640	Do. ..	39	Out of 3 Karias on this road none is bridged.
	Do.	Telegraph Road to Bakshapur ...	3	0	.....	3	0	47	20	Average cost of repairs for 2 years. None of the 7 Karias crossing this road is bridged.
		Total, Káshmor Táluka ...	146	0		146	0	.....	.....	
		Sháhdádpur Táluka.								
		Road from Sháhdádpur to Imambax Jamali	9	0	.....	9	0	42	.....	This road has been constructed this year at a cost of Rs. 380. Twenty-one Karias cross this road but none of them is bridged.
		Road from Sháhdádpur to Garrhi Khairo	14	0	.....	14	0	444	156	Out of 25 Karias crossing this road 6 are unbridged.
		Carried over ...	23	0	.....	23	0	.....	.....	
			10,190	1,504	148 627	10,338	2,131	.....	.....	
		Carried over Totals, I, II, III. and IV.	1,979	4,856	108 1,287	2,088	863	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Total average Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		10,190	1,504	148	627	10,338	2,131	.....	.....	
	Brought forward.	1,979	4,856	108	1,287	2,088	863	.....	.....	
		23	0	.....		23	0	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Sháhdádpur Táluka—concluded.									
Begari Canals—*concluded.*	Road from Garhi Khairo to Lárkhána	11	0	.....		11	0	39	58	Out of 28 Karias crossing this road 6 are bridged.
	Do. from Sháhdádpur to Sujáwal.	5	0	.....		5	0	Unknown ...	116	Out of 7 Karias on this road none are bridged.
	Do. from Sháhdádpur to Kumbar...	2	0	.....		2	0	543	149	Out of 5 Karias crossing this road 4 are bridged.
	Do. from Sháhdádpur to Dostali...	7	0	.....		7	0	Unknown ...	64	Out of 17 Karias crossing this road 2 are bridged.
	Do. from Sháhdádpur to Bago Dero	13	2,640	.....		13	2,640	Do. ...	53	Average cost of repairs is given for 2 years. Out of 22 Karias none are bridged.
	Do. from Bago Dero to Kuba Syadkhan	7	3,960	.....		7	3,960	Do. ...	10	Do. do. 25 do.
	Do. from Sháhdádpur to Kuba Syadkhan	12	16	.....		12	16	Do. ...	29	Do. do. 17 do.
	Total, Sháhdádpur Táluka ...	81	1,336	.....		81	1,336	.....	.....	
	Mehar Táluka.									
	Road from Mehar to Radhan ...	8	0	.....		8	0	79	362	
	Do. Tharri to Radhan ...	2	0	.....		2	0	9	37	

	Do. Mehar to Nao Goth ...	11	0	.....	11	0	17	129
	Do. Nirah to Chana ...	1	0	.....	1	0	8	9
	Branch road from Nirah to Radhan Station	1	2,640	.....	1	2,640	50	44
	Road from Miani Dulan to Nari ...	4	0	.....	4	0	10	36
	Do. Tharri to Shah Panjo	5	0	.....	5	0	8	72
	Do. Tharri to Daryo and Tharri to Dokri ...	2	0	.....	2	0	12	13
	Do. Mehar to Sita ...	10	0	.....	10	0	54	292
	Do. Anbar to Kolachi ...	4	0	.....	4	0	20	54
	Do. Mehar to Khairpur ...	4	0	.....	4	0	37	125
	Do. Búndo to Mangwani ...	5	0	.....	5	0	25	97
	Do. Mehar to Kamangar ...	4	0	.....	4	0	84	173
	Do. Mehar to Warah ...	9	0	.....	9	0	28	129
	Do. Mehar to Badeh ...	6	0	.....	6	0	5	95
Ghár Canals ...	Do. Mehar to Gárhi Mahaisar.	2	0	.....	2	0	73	50
	Do. Kamangar to Garkan ...	6	0	.....	6	0	8	95
	Do. Faridabad to Shah Godro.	8	0	.....	8	0	7	57
	Road to Faridabad from Kamangar to Garkan Road	4	0	.....	4	0	6	61
	Eastern road	11	0	.....	11	0	16	253
	Western road	7	0	.....	7	0	23	101
	Total, Mehár Táluka ...	114	2,640	.....	114	2,640	.....	.....
	Kakar Táluka.							
	Road from Kakar to Mehar ...	12	0	.....	12	0	31	325
	Do. Khairpur to Rukan ...	6	0	.....	6	0	10	66
	Do. do. to Mir Hassan	1	2,640	.....	1	2,640	45	51
	Do. Mir Hasan to Gozo ...	3	0	.....	3	0	7	16
	Do. Gozo to Bhangar	5	0	.....	5	0	10	62
	Do. Mangwani to Mado ...	8	0	.....	8	0	10	77
	Do. Kakar to Kathia.	2	0	.....	2	0	10	19
	Carried over ...	37	2,640	.....	37	2,640	.....	.....
		10,386	200	148 627	10,534	827	.....	.....
	Carried over Totals, I, II, III and IV.	1,979	4,856	108 1,287	2,088	863	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Total average Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs. a. p.	Rs. a. p.	
		10,386 200	148 627	10,534 827	.....	.....	
	Brought forward ...	1,979 4,856	108 1,287	2,088 863	.....	.....	
		37 2,640	.....	37 2,640	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*						
	SIND DIVISION—*continued.*						
	Kakar Táluka—concluded.						
Ghár Canals—*continued.*	Road from Kakar to Phulji ...	5 0	.....	5 0	28	82	
	Do. Tharri Jado to Pát Gul Mahomed	10 0	.....	10 0	10	108	
	Do. Tharri Jado to Nasir Mahomed	10 0	.....	10 0	10	78	
	Do. Palipota to Sita Station	2 0	.....	2 0	19	26	
	Do. Kakar to Kalri ...	2 0	.....	2 0	7	15	
	Do. Sita Station to Halri ...	3 0	.....	3 0	10	30	
	Do. do. to Machi ...	3 0	.....	3 0	10	45	
	Do. Butra to Sita ...	1 0	.....	1 0	45	36	
	Do. Khairpur to Sita ...	12 0	.....	12 0	41	261	
	Do. Kakar to Sita	11 0	.....	11 0	10	130	
	Do. Kande Chauki to Khairpur	2 2,640	.....	2 2,640	38	65	
	Do. Gabi Chandio to Johi ...	23 0	.....	23 0	.....	360	
	Do. in Khairpur Village ...	1 0	.....	1 0	.....	28	
	Do. from Kakar to Dúr Mahomed	2 0	.....	2 0	10	24	
	Total, Kakar Táluka ...	125 0	.....	125 0	.....	.....	

Nasirábad Táluka.							
Road from Warah to Lárkhána ...	11	0	.....	11	0	3	144
Do. Nasirabad to Kambar ...	8	0	.....	8	0	29	83
Do. Nasirabad to Lárkhána...	6	0	.....	6	0	22	69
Do. Nasirabad to Badeh ..	6	0	.....	6	0	18	154
Do. Dayro to Tharri	1	2,640	.....	1	2,640	2	15
Do. Nasirabad to Mehar ...	9	0	.....	9	0	20	8
Do. Warah to Mehar ...	10	0	.....	10	0	21	139
Do. Nasirabad to Gaji ...	6	0	.....	6	0	7	33
Do. Warah to Pahwaro ...	5	0	.....	5	0	7	62
Do. Warah to Hamal ...	12	0	.....	12	0	2	83
Eastern and Western Roads ...	17	2,640	.....	17	2,640	2	104
Road from Hamal to Ghebidero ...	6	0	.....	6	0	1	28
Do. Warah to Nasirabad ...	8	0	.....	8	0	70	314
Do. Badeh to Mehár ...	9	0	.....	9	0	3	100
Do. Deira to Badeh	5	0	.....	5	0	5	99
Do. Gaji to Gahi	12	0	.....	12	0	.....	63
Total, Nasirabad Táluka ...	132	0	.....	132	0	.....	.....
Sukkur Táluka.							
Road from Pirdadani to Bagarji ...	1	1,980	.....	1	1,980	13	18
Do. Gosarji to Bagarji ...	1	0	.....	1	0	64	64
Do. Iron Bridge Sukkur Canal to Rahuja Bridge ...	2	0	.....	2	0	67	135
Do. Sukkur Canal to Old road Abdu	1	1,980	.....	1	1,980	107	148
Do. Rahuja to Lálimashaik ...	0	1,980	.....	0	1,980	50	19
Do. Sukkur to Panhee Jatoi and Saidabad	4	0	.....	4	0	14	58
Do. Arain to Saidabad ...	2	0	.....	2	0	13	26
Carried over ...	12	660	.....	12	660	.....	.....
	10,643	200	148 627	10,791	827	.....	.....
Carried over Totals, I, II, III, and IV.	1,979	4,856	108 1,287	2,088	863	.....	.....

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Total average Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought forward...	10,643 200	148 627	10,791 827	.....	.....	
		1,979 4,856	108 1,287	2,088 863	.....	.....	
		12 660	.....	12 660	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*						
	SIND DIVISION—*continued.*						
	Sukkur Táluka—concluded.						
	Road from Arain to Garangwáh Bridge...	1 0	.....	1 0	15	15	
	Do. Lálwáh to Karia-yusif Bridge...	0 3,960	.....	0 3,960	69	52	
	Total, Sukkur Táluka ...	13 4,620	.....	13 4,620	.....	.....	
	Naushahro Abro Táluka.						
Ghár Canals—*continued.*	Road from Gárhi Yásin to Drakhan.	10 0	.....	10 0	232	1,006	
	Do. Drakhan to Wallaceabad.	6 0	.....	6 0	37	257	
	Do. Garhi Yasin to Khairo Jamáli	2 0	.....	2 0	37	123	
	Do. Drakhan to Gaheja ...	6 0	.....	6 0	105	270	
	Do. Drakhan to Madeji ...	9 0	.....	9 0	116	623	
	Do. Shikárpur to Lárkhána...	16 0	.....	16 0	27	317	
	Do. Rato-dero to Jacobabad..	6 0	.....	6 0	31	175	
	Do. Ruk to Shikárpur ...	4 2,640	.....	4 2,640	82	134	

	Do. Shikárpur to Garhi Khaíro Jamali ...	13	0	.....	13	0	4	155
	Do. Gaheja to Lakhi ...	13	0	.....	13	0	5	130
	Total, Naushahro Abro Táluka ...	85	2,640	.....	85	2,640	.....	.....
	Lárkhána Táluka.							
	Road from Lárkhána to Kambar ...		660	.....	10	660		828
	Do. do. to Abad ...	5	0	.....	5	0		196
	Do. do. to Bakrani ...	4	660	.....	4	660		220
	Do. do. to Phulu Bund..	4	3,630	.....	4	3,630		162
	Do. do. to Akil ...	10	0	.....	10	0		209
	Do. Khairpur to Ghogharo...	4	0	.....	4	0		224
	Do. Ghogharo to Bakrani ...	3	4,620	.....	3	4,620		109
	Do. Lárkhána to Shikárpur...	7	3,300	.....	7	3,300		141
	Do. do. to Rato-dero ...	9	2,640	.....	9	2,640		505
Ghár Canals—*continued.*	Do. do. to Garhi Khairo Jamáli ..	12	4,620	.....	12	4,620	Not known.	639
	Do. do. to Warah ...	14	3,300	.....	14	3,300		417
	Do. do. to Nasirabad ...	11	660	.....	11	660		361
	Do. do. to Fordwáh ...	7	1,980	.....	7	1,980		77
	Do. Rato-dero to Kambar ...	8	1,980	.....	8	1,980		201
	Do. Lárkhána to Arija ...	6	0	.....	6	0		313
	Do. do. to Badra ...	5	1,980	.....	5	1,980		156
	Do. do. to Shahal Mahomed ...	6	3,970	.....	6	3,970		68
	Do. do to Dokri ...	4	3,300	.....	4	3,300		179
	Do. Fatehpur to Naodero ...	3	1,980	.....	3	1,980		51
	Total, Lárkhána Táluka ...	139	2,320	.....	139	2,320	.....	.....
	Carried over ...	10,881	4,500	148 627	11,029	5,127	.....	.....
	Carried over Totals, I, II, III, and IV	1,979	4,856	108 1,287	2,088	863	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Total average Cost of Construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		10,881	4,500	148	627	11,029	5,127	.....	.....	
	Brought forward ...	1,979	4,856	108	1,287	2,088	863	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Labdaria Táluka.									
Ghár Canals—*continued.*	Road from Bakrani to Bhangi Kalhoro ...	3	0	.....		3	0		459	
	Do. do. to Kote Chandko	8	0	.....		8	0		104	
	Do. do. to Lárkhána ...	3	0	.....		3	0		484	
	Do. do. to Garelo ...	6	0	.....		6	0		152	
	Do. Lárkhána to Radhan ...	22	0	.....		22	0		43	
	Do. do. to Dokri ...	11	0	.....		11	0		133	
	Do. Bhangi Kalhoro to Ghogharo	2	0	.....		2	0		155	
	Do. Dokri to Badra	6	0	.....		6	0	Not known.	265	
	Do. do. to Hasan Wahan ...	4	0	.....		4	0		105	
	Do. Bakrani to Dokri ...	7	0	.....		7	0		221	
	Do. do. to Nao Abad ...	7	0	.....		7	0		249	
	Do. do. to Hasan Wahan.	8	0	.....		8	0		132	
	Do. Badra to Chana	10	0	.....		10	0		57	
	Do. Dokari to Thari Mohabat.	13	0	.....		13	0		65	
	Do. Lundani to Radhan ...	1	2,640	.....		1	2,640		.....	
	Do. Chana to Nirah	8	0	.....		8	0		75	
	Do. Lárkhána to Nasirabad ...	4	0	.....		4	0		75	

	Road from Dokri to Dokri Station ...	1	1,320	.....	1	1,320	1,279	210	This road was constructed in 1888-89 and therefore its average cost per mile has been obtained.
	Do. Dokri Station to join the road to Radhan ...	0	2,640	.....	0	2,640	733	.....	Do. do.
	Do. Badra to Mehár	1	660	.....	1	660	Not known.	.....	
	Total, Labdaria Táluka ...	126	1,980	.....	126	1,980	.....	.....	
	Kambar Táluka.								
Ghár Canals—*continued.*	Road from Kambar to Rato-dero ...	9	0	.....	9	0		189	Average of 3 years.
	Do. do. to Sijáwal ...	12	0	.....	12	0		238	
	Do. do. to Shahdádpur ...	8	2,640	.....	8	2,640		268	
	Do. do. to Dostali ...	9	0	.....	9	0		90	
	Do. do. to Ber	4	0	.....	4	0		60	
	Do. Dostali to Hamal ...	7	2,640	.....	7	2,640		111	
	Do. do. to Garhi Khairo Jamáli ...	8	0	.....	8	0		113	
	Do. Shahdádpur to Rato-dero	3	0	.....	3	0		34	
	Do. Dostali to do. ...	14	0	.....	14	0	Not known.	125	
	Do. do. to Sijáwal...	5	0	.....	5	0		27	
	Do. Shahdádpur to Bago ...	4	0	.....	4	0		5	
	Do. Dostali to Garhi Sher Mahomed Naich ...	7	0	.....	7	0		50	
	Do. Kambar to Panwharo ...	10	0	.....	10	0		96	
	Do. Kambar to Lárkhána ...	3	1,980	.....	3	1,980		349	
	Do. do. to Nasirabad ...	6	0	.....	6	0		104	
	Do. Gaibidero to Hamal ...	11	0	.....	11	0		58	
	Total, Kambar Táluka ...	121	1,980	.....	121	1,980	.....	.....	
	Carried over ...	11,129	3,180	148 627	11,277	3,807	.....	.....	
	Carried over Totals, I, II, III and IV.	1,979	4,856	108 1,287	2,088	863	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total Cost of construction per Mile.	Average annual cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.		Rs.	
		11,129 3,180	148 627	11,277 3,807	.....	.....	
	Brought forward ...	1,979 4,856	108 1,287	2,088 863	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*						
	SIND DIVISION—*continued.*						
	Rato-dero Táluka.						
Ghár Canals—*concluded.*	Road from Rato-dero to Naodero ...	10 1,320	.....	10 1,320	Not known.	1,453	
	Do. Lárkhána to Shikárpur...	6 1,320	.....	6 1,320		250	
	Do. Naodero to Fatehpur ...	4 3,960	.....	4 3,960		55	
	Do. Rato-dero to Kambar ..	6 1,320	.....	6 1,320		272	
	Do. do. to Dostali ...	10 3,960	.....	10 3,960		357	
	Do. do. to Sijáwal ...	10 3,960	.....	10 3,960		484	
	Do. Sijáwal to Shahdadpur ..	3 3,960	.....	3 3,960			
	Do. Lárkhána to Garhi Khairo Jamáli	13 2,640	.....	13 2,640		259	
	Do. Rato-dero to Jacobabad..	2 1,320	.....	2 1,320		.....	This road is part of road from Rato-dero to Lárkhána and therefore the average cost of maintenance and repairs is not shown.
	Do. Rato-dero-Naodero Road to join the Madeji Road.	6 1,320	.....	6 1,320		.....	
	Do. Rato-dero to Drakhan ...	3 660	.....	3 660		220	
	Do. Bungaldero to Khairedero	2 2,640	.....	2 2,640		60	
	Do. Khairedero to join the Kambar Road	2 0	.....	2 0		340	
	Do. Naodero to Akil ...	2 0	.....	2 0		33	
	Do. Sijáwal to Dostali ...	2 2,640	.....	2 2,640		.....	
	Do. Rato-dero-Jacobabad road to Shahbazi Mahesar	12 1,320	.....	12 1,320	.....	.....	
	Do. Rato-dero Lárkhána ...	7 3,960	.....	7 3,960	.....	871	
	Do. Sijawal to Kambar ...	3 0	.....	3 0	.....	101	
	Total, Rato-dero Táluka ...	109 4,620	.....	109 4,620	.....	.....	

	Shikárpur Canals.									
Shikárpur Canals	Roads in the Sukkur Táluka Local Board.	75	0	.....		75	0	34	1,950	
	Do. in the Shikárpur do. do. ...	174	0	.....		174	0	28	3,393	Some of these roads are grassed.
	Do. in the Nausharo Abro Táluka Local Board.	127	1,980	.....		127	1,980	60	7,961	Some of these roads are grassed.
	Do. in the Rohri Táluka do. ...	206	0	2	0	208	0	37	2,351	Some of these roads are grassed.
	Do. in the Ghotki do. do. ...	214	0	9	0	223	0	42	3,594	Some of these roads are grassed.
	Do. in the Mirpur do. do. ...	102	0	.....		102	0	47	1,437	Some of these roads are grassed.
	Do. in the Ubauro do. do. ...	151	0	.....		151	0	51	2,145	Some of these roads are grassed.
	Total, Shikárpur Canals ...	1,049	1,980	11	0	1,060	1,980	.....	.....	
	Sujáwal Táluka,									
Karáchi Canals	Road from Belo to Sujáwal ..	10	0	.....		10	0	Unknown ...	450	Constructed in 1886-87.
	Do. from Murádpur to Sujáwal ..	2	0	.....		2	0	456	272	
	Do. from Jár to do. ...	4	2,640	.....		4	2,640	645	113	
	Do. from Belo to Saidpur Kháro and thence to Kot Almo ...	12	0	.....		12	0	Unknown ...	90	
	Do. from Belo to Murádpur ...	7	0	.....		7	0	Do. ...	760	
	Do. from Saidpur to Belo ...	8	0	.....		8	0	Do. ...	48	
	Do. from Wálisháh to Choritáni ...	7	0	.....		7	0	Do. ...	267	
	Do. from Sujáwal to Mirpur Bátora	9	0	.....		9	0	Do. ...	493	
	Do. from do. to boundary to Jati Táluka ...	12	0	.....		12	0	Do. ...	262	
	Do. from do. to Báhádipur ...	6	0	.....		6	0	Do. ...	116	
	Do. from Jár to Mirpur Bátora ...	2	0	.....		2	0	Do. ...	15	
	Do. from Sujáwal to Saidpur ...	4	0	.....		4	0	Do. ...	60	
	Do. Belo to Wálisháh	10	0	.....		10	0	Do. ...	409	
	Total, Sujáwal Táluka ...	93	2,640	.....		93	2,640	.....	.....	
	Mirpur Batora Táluka.									
	Road from Mirpur Bátora to Daro and thence to Wálisháh ...	8	0	.....		8	0	Unknown ...	172	
	Do. from Mirpur Bátora to Jhok ...	7	0	.....		7	0	Do. ...	141	
	Do. from do. to Khorwáh	6	0	.....		6	0	Do. ...	218	
	Carried over ...	21	0	.....		21	0	.....	.....	
		12,382	1,860	159	627	12,541	2,487	.....	.....	
	Carried over Totals, I, II, III and IV.	1,979	4,856	108	1,287	2,038	863	.....	.....	

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Md.	ft.	Md.	ft.	Md.	ft.	Rs.	Rs.	
		12,382	1,860	159	627	12,541	2,487	.....	.....	
	Brought forward ...	1,979	4,856	108	1,287	2,088	863	.....	.....	
	V.—VILLAGE OF CLEARED ROADS—*continued.*	21	0	.....		21	0	.....	.....	
	SIND DIVISION—*continued.*									
	Mirpur Batora Táluka—concluded.									
	Road from Bágh Dháman to Kario Petári	7	0	.....		7	0	Do. ...	97	
	Do. from Mirpur Bátora to Jár ...	5	0	.....		5	0	Do. ...	97	
	Do. from Mirpur Batora to boundary to Sujáwal	5	0	.....		5	0	Do. ...	56	
	Do. from Mirpur Batora to Jati ...	9	0	.....		9	0	Do. ...	252	
	Do. from Barabgajo to Lakho Lutifulláh	3	0	.....		3	0	Do. ...	64	
	Do. from Atalsháh to Barabgajo and thence to Khádi ...	5	0	.....		5	0	Do. ...	142	
	Do. from Bachag Gugo to Gul Mahomed Gujo	3	0	.....		3	0	Do. ...	38	
	Do. from Bágh Dháman to Saidpur	3	2,640	.....		3	2,640	Do. ...	52	
	Do. from Daro to Bano and thence to Mulchand	17	0	.....		17	0	Do. ...	290	
	Do. from Atalsháh to Bagh Dháman.	3	0	.....		3	0	Do. ...	44	
	Do. from Barabgozo to Báno ...	2	0	.....		2	0	Do. ...	39	
Karáchi Canals —*continued.*	Do. from Khádi to Cháhro ...	5	0	.....		5	0	185	550	
	Do. from Jhok to Abral and thence to Laikpur	10	0	.....		10	0	36	.....	Constructed in 1889-90.
	Total, Mirpur Bátora Táluka ...	98	2,640	.....		98	2,640	.....	.....	

Jati Táluka.								
Road from Sátárdinoshah to Ghár Chehátho	3	0	.....		3	0	Unknown ...	53
Do. from Wádheruin to Shahkapur.	3	0	.....		3	0	Do. ...	59
Do. from Moghalbin to Gando Chatan	18	0	.....		18	0	Do. ...	293
Do. from Shahkapur to Gando Chálan	2	0	.....		2	0	Do. ...	22
Do. from boundary of Sháhbandar to that of Sujáwal	10	0	.....		10	0	Do. ...	189
Do. from Moghalbin to Chách Jankhan	15	0	.....		15	0	Do. ...	210
Do. from Moghlabin to Báhádipur.	15	0	.....		15	0	Do. ...	144
Do. from Moghalbin to Ládium ...	10	0	.....		10	0	Do. ...	187
Do. from Moghalbin to Ver ...	24	0	.....		24	0	Do. ...	169
Total, Jati Táluka ...	100	0	.....		100	0	.....	.....
Sháhábandar Táluka.								
Road from Sháhabandar to Chách Jehankhan	14	0	.....		14	0	Unknown ...	330
Do. from Chách to Báhádipur ...	12	0	.....		12	0	Do. ...	161
Do. from Ládium to Ghar... ...	7	0	.....		7	0	Do. ...	240
Do. from Ládium to Jungo ...	8	0	.....		8	0	Do. ...	244
Do. from Sháhábandar to Báhádipur	18	0	.....		18	0	Do. ...	391
Do. from Gungáni to Jatoi ...	6	0	.....		6	0	Do. ...	214
Do. from Jatio to Ferry	6	0	.....		6	0	67	143
Do. from Sháhabandar to Bagani...	13	0	.....		13	0	Unknown ...	273
Do. from Ládium to Gungáni ...	8	0	.....		8	0	Do. ...	289
Do. from Dubo road from the boundary of Jati to Ládium ...	2	0	.....		2	0	Do. ...	179
Total, Sháhábandar Táluka ...	94	0	.....		94	0	.....	.....
Carried over ...	12,674	4,500	159	627	12,833	5,127	.....	.....
Carried over Totals, I, II, III and IV	1,979	4,856	108	1,287	2,088	863	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward ...	12,674	4,500	159	627	12,833	5,127	.....	.....	
		1,979	4,856	108	1,287	2,088	863	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Dádu and Johi Tálukas.									
Karáchi Canals. —*continued.*	Road from Dádu to Siál	1	0	.....		1	0	Unknown ...	6	
	Do. from Dádu to Sehwan Ferry...	5	2,400	.....		5	2,400	Do. ...	35	
	Do. from Dádu to Jhálo	5	0	.....		5	0	Do. ...	33	
	Do. from Mundár to Bahawalpur .	6	0	.....		6	0	Do. ...	39	
	Do. from Fatehpur to Johi Dang .	8	0	.....		8	0	Do. ...	51	
	Do. from Nurwah to Baghan ...	3	4,754	.....		3	4,754	Do. ...	21	
	Do. from Durmohamed to Phulji Station	6	0	.....		6	0	Do. ...	43	
	Do. from Kamalkhan to boundary of Bhan	9	0	.....		9	0	Do. ...	57	
	Do. from Nurwáh to Bhan ...	5	3,564	.....		5	3,564	Do. ...	34	
	Do. from Phoka to Kamalkhan ...	4	400	.....		4	400	Do. ...	25	
	Do. from Khudabad to Phoka ...	2	0	.....		2	0	Do. ...	12	
	Do. from Murakhpur to Son Miani .	1	1,782	.....		1	1,782	Do. ...	7	
	Do. from Dádu to Waleji Miáni ...	6	0	.....		6	0	Do. ...	48	
	Do. from Dádu to boundary of Kákar Táluka	32	0	.....		32	0	Do. ...	389	
	Do. from Sita to boundary of Kákar Táluka	1	0	.....		1	0	Do. ...	7	
	Do. from Sita to boundary of Mehar Táluka	1	0	.....		1	0	Do. ...	7	
	Do. from Kalri to Sita Station ...	3	2,640	.....		3	2,640	Do. ...	23	
	Do. from Rukan to boundary of Kákar	14	2,640	.....		14	2,640	Do. ...	86	

Do. from Mundar to Malak Ferry	3	4,780	.....		3	4,780	Do. ...	18
Do. from Dádu to Bhan	13	0	.....		13	0	Do. ...	112
Do. from Johi to Hairo Khan ...	11	1,693	.....		11	1,693	Do. ...	75
Do. from Johi to Sháh Hussein ...	14	4,200	.....		14	4,200	Do. ...	124
Do. from Johi to Hajikhan ...	8	4,677	.....		8	4,677	Do. ...	55
Do. from Johi to Dádu	6	0	.....		6	0	Do. ...	84
Do. from Johi to Phulji	17	10	.....		17	10	Do. ...	132
Do. from Sháh Hasan to Pir Gaji	7	0	.....		7	0	Do. ...	40
Do. from Shah Hussein to boundary of Sehwan	5	0	.....		5	0	Do. ...	47
Do. from Johi to boundary of Bhan	3	0	.....		3	0	Do. ...	19
Road from Phulji to Hajikhan ...	17	2,982	.....		17	2,982	Unknown ...	70
Do. from Hairokhán to Sháhdin ...	3	43	.....		3	43	Do. ...	17
Do. from Sháh Morio to Phulji ...	4	0	.....		4	0	Do. ...	15
Do. from Chini to Sháh Hasan ...	4	0	.....		4	0	Do. ...	65
Do. from Dádu to Muka Rhdum Bilawal	5	2,900	.....		5	2,900	Do. ...	266
Do. from Mundar to Shahani ...	2	675	.....		2	675	Do. ...	48
Total, Dádu and Johi Tálukas ...	241	3,180	.....		241	3,180	.....	.....
Sehwan Táluka.								
High road from boundary of Sehwan to Dádu boundary ...	23	0	.....		23	0	Unknown ...	18
Road from Nathi Aral to Rajghat Ferry	4	0	.....		4	0	Do. ...	17
Do. from Sehwan to Bubak ..	8	0	.....		8	0	Do. ...	15
Do. from Bajara to Bubak ..	9	0	.....		9	0	Do. ...	15
Do. from Bubak to Bhan ...	8	0	.....		8	0	Do. ...	12
Do. from Bhan to Talti	6	0	.....		6	0	Do. ...	10
Do. from Talti to Bubak	8	0	.....		8	0	Do. ...	12
Do. from Bhan to Mori Dehra ...	6	0	.....		6	0	Do. ...	.....
Do. from Bhan to Dádu	2	0	.....		2	0	Do. ...	15
Carried over ...	74	0	.....		74	0	.....	.....
	12,916	2,400	159	627	13,075	3,027	.....	.....
Carried over Totals, I, II, III and IV	1,979	4,856	108	1,287	2,088	863	.....	.....

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought forward ...	12,916 2,400	159 627	13,075 3,027	.....	.....	
		1,979 4,856	108 1,287	2,088 863	.....	.....	
		74 0	.....	74 9	.....	.....	
	V.—VILLAGE OR CLEARD ROADS—*continued.*						
	SIND DIVISION—*continued.*						
	Sehwan Táluka—concluded.						
	Road from Bhan to Johi boundary ...	2 0	.....	2 0	Do. ...	15	
	Do. high from Arazi to Shikárpur .	1 0	.....	1 0	Do. ...	.....	
	Road from Sehwan to Jhánghar and Jhánghar to Mahry ...	47 0	.....	47 0	Unknown ...	12	
	Do. from Jhánghar to Shah-Hassan	12 0	.....	12 0	Do. ...	18	
	Do. from Sehwan to Karampur...	2 2,000	.....	2 2,000	Do. ...	19	
	Do. from Karampur to Tálti ...	5 0	.....	5 0	Do. ...	19	
	Do. from Arazi to Bubak Station...	1 2,640	.....	1 2,640	Do. ...	14	
	Do. from Bilhan to Arazi ...	3 2,640	.....	3 2,640	Do. ...	15	
	High road to Akhtar	7 0	.....	7 0	Do. ...	13	
	Total, Sehwan Táluka ...	155 2,000	.....	155 2,000	.....	.....	
	Kotri and Mányhand Túlukas.						
	High road from River Baran to Mánghand	40 0	.....	40 0	Unknown ...	1,372	
	Road from Khasai to Gopang ...	0 2,640	.....	0 2,640	Do. ...	10	
	Do. from Budahpur to Budahpur Railway Station	1 0	.....	1 0	Do. ..	5	
Karáchi Canals —*continued.*	Three parts of road Bian	1 2,640	.....	1 2,640	Do. ...	20	
	Road from Petaro to Station Petaro.	1 2,640	.....	1 2,640	Do. ...	20	

Do. from Bada to Bada Ferry ...	1	0	.....	1	0	Do.	...	6
Road No. 49 from Unerpur to Bánd Verah	20	0	.....	20	0	Do.	...	74
New road No. 48 from Bada to Leylazan	18	0	.....	18	0	Do.	...	30
Road from Lakhri to Kastore and Kastore to bund Virah	26	0	.....	26	0	Do.	...	40
Road No. 3 from Khiraji to Charlo.	91	0	.....	91	0	Do.	...	200
Road No. 4 from Khanghar to Taung.	19	0	.....	19	0	Do.	...	20
Road No. 45 from Ahmedkhán to Bulakhán	5	0	.....	5	0	Do.	...	10
Road No. 42 from Bulakhán to Gaghar	8	0	.....	8	0	Do.	...	40
Road from Karchart to Kheerthar...	10	0	.....	10	0	Do.	...	25
Do. from Kotri to Ghaghar ...	25	0	.....	25	0	Do.	...	40
Road No. 47 from Khanpur to bund Verah	20	0	.....	20	0	Do.	...	100
Road from boundary Mánghand to Sehwan boundary	42	2,640	.....	42	2,640	Do.	...	706
Do. from Laki to Dhara Tirath ...	2	0	.....	2	0	Do.	...	30
Do. from Sann to Sann Railway Station	2	0	.....	2	0	Do.	...	20
Do. from Amri to the river ...	0	43	.....	0	43	Do.	...	4
Do. from Mánghand to River Ferry	1	10	.....	1	10	Do.	...	20
Do. from Mánghand to Hajana ...	0	2,640	.....	0	2,640	Do.	...	.....
Do. from Mánghand Office to Railway Station...	1	0	.....	1	0	Do.	...	10
Do. from Pipe to office	0	1,760	.....	0	1,760	Do.	...	10
Do. from office to Bao Govindas' Garden	0	1,657	.....	0	1,657	Do.	...	1
Do. from Pipe to Manghand Station	0	2,640	.....	0	2,640	Do.	...	5
Carried over ...	337	3,470	.....	337	3,470	.....		.....
	13,071	4,400	159 627	13,230	5,027	.....		.....
Carried over Totals, I, II, III and IV	1,979	4,856	108 1,287	2,088	863	.....		.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in miles. Completed.	In progress.	Total.	Average total Cost of construction per Mile.	Average annual cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
		13,071 4,400	159 627	13,230 5,027	.....	.....	
	Brought forward ...	1,979 4,856	108 1,287	2,088 863	.....	.....	
		337 3,470	.....	937 3,470	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*						
	SIND DIVISION—*continued.*						
	Kotri and Mánghand Tálukas—concluded.						
	Road from Railway pipe to bank boundary	0 2,640	.....	0 2,640	Do. ...	30	
	Do. from Khasai to Manghand ...	0 2,640	.....	0 2,640	Do. ...	24	
	Do. from Railway pipe to Railway Station	0 2,640	.....	0 2,640	Do. ...	8	
	Do. from Manghand to the garden.	1 0	.....	1 0	Do. ...	12	
	Do. from Laki to Dharamsalla ...	0 1,320	.....	0 1,320	Do. ...	3	
	Total, Kotri and Mánghand Tálukas.	340 2,150	.....	340 2,150	.....	.....	
	Karáchi Táluka.						
	Road from Karáchi Municipal boundary to Sakro Táluka boundary	30 0	.....	30 0	Not known...	406	
	Do. from Karáchi Municipal boundary to Deas Goth	14 0	.....	14 0	Do. ...	156	
	Do. to Pir Mangho...	7 0	.....	7 0	.....	157	
	Do. from Vira's Goth to Sukhiojo Goth	4 0	.....	4 0	.....	47	
	Do. from Landhi to Darsans Chano.	9 0	.....	9 0	.....	97	
	Do. from Pir Mangho to Murád Khan's Bund	7 0	.....	7 0	.....	60	

	Do. to Lohari Lung	15	0	.....	15	0	.....	110
	Do. from Karáchi Municipal boundary to Kohistan	30	0	.....	30	0	.....	392
	Do. from Karachi Municipal boundary to Sonmiani	10	2,640	.....	10	2,640	.....	235
	Do. from Dorba to Gharo... ...	7	0	.....	7	0	.....	81
	Do. from Gharo to Haji Girano ...	8	3,960	.....	8	3,960	.....	92
	Do. from Haji Girano to Mirpur Sakro	4	1,320	.....	4	1,320	.....	89
	Do. from Mirpur Sakro to Babra .	6	3,960	.....	6	3,960	.....	76
	Do. from Babra to Jhabrawah Ghorabari boundary ...	4	0	.....	4	0	.....	40
Karáchi Canals —*continued.*	Do. from Gharo to Ghulamullah...	17	3,960	.....	17	3,960	.. ...	134
	Road from Ghulamullah to Tatta boundary	3	2,640	.....	3	2,640	.....	38
	Do. from Karampur to new Var ...	2	3,960	.....	2	3,960	.....	97
	Do. from Karampur to Sheikh Maman	2	3,960	.....	2	3,960	.....	12
	Do. from Mirpur Sakro to Ghulamallah...	6	2,640	.....	6	2,640	.....	47
	Do. from Babra to Gaja and to Gharo	3	0	.....	3	0	.....	22
	Do. from Gharo to Karáchi Táluka boundary	5	0	.....	5	0	.....	38
	Do. from Babra to Ghulam Nabi and to Gharo	4	3,960	.....	4	3,960	.....	38
	Do. from Gharo to Gujo	12	0	.....	12	0	.....	24
	Do. from Mirpur Sakro to Patan Ghulamullah	13	2,640	.....	13	2,640	.....	98
	Total, KaráchiTáluka ...	228	3,960	.....	228	3,960	.....	.....
	Tatta Táluka.							
	Road from Gujo to Nai Baran ...	58	0	.....	58	0	.....	1,050
	Do. from Tatta to Pir Patta ...	14	0	.....	14	0	.....	285
	Carried over ...	72	0	.....	72	0	.....	.....
		13,640	5,230	159 627	13,800	577	.....	.....
	Carried over Totals I, II, III and IV	1,979	4,856	108 1,287	2,088	868	.....	.....

LOCAL FUND ROADS—*concluded.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual cost of Maintenance and Repairs in the last five years.	Remarks.
								Rs.	Rs.	
	Brought forward ...	13,640	5,230	159	627	13,800	577	.....	.....	
		1,979	4,856	108	1,287	2,088	863	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*	72	0	.....		72	0	.....	.....	
	SIND DIVISION—*continued.*									
	Tatta Taluka—concluded.									
	Road from Tatta to Thaim and Thaim to Ghorabári	14	0	.....		14	0	.....	669	
	Do. from Thaim to Marho and Thaim to Ghorabári Táluka boundary	1	2,640	.....		1	2,640	.....	33	
	Do. from Tatta to Bawa Purandas and to River Ferry ...	6	0	.....		6	0	.....	57	
	Do. from Sonda to River Ferry ...	3	2,640	.....		3	2,640	.....	56	
	Do. from Sonda to Patan Lakho Lutifulah	4	0	.....		4	0	.....	31	
	Do. from Jerruck to Mayting ...	6	0	.....		6	0	.....	39	
	Do. from Jerruck Rajo to Nizamani and to Ungar	6	0	.....		6	0	.....	110	
	Total, Tatta Táluka ...	113	0	.....		113	0	.....	.....	
Karáchi Canals —*continued.*	*Ghorabari Táluka.*									
	Road form Dorbaji to Keti Bandar...	20	2,640	.....		20	2,640	.....	207	
	Do. from Ghari to Puro Bhiman...	10	0	.....		10	0	.....	93	
	Do. from Karampur to Pir Patta...	2	2,640	.....		2	2,640	.....	52	
	Do. Mirpur Sakro Táluka boundary to Kotriallathrukhio ...	12	0	.....		12	0	.....	323	

Do. Jungdahi to Koti Bandar ...	47	2,640	.....	47	2,640	.....	1,189
Do. Kotri Ghorábári to Gharo ...	18	2,640	.....	18	2,640	.....	511
Do. Mochara to Bhiman	4	0	.....	4	0	.....	55
Do. Pir Patho to Hayat Gaho ...	10	2,640	.....	10	2,640	.....	217
Do. Meharwah to Kotri Ghorábári .	1	0	.....	1	0	.....	36
Do. Goth Marhi to Patan Muhara .	3	1,320	.....	3	1,320	.....	50
Do. Udoralal to Mahuri and to Garko	3	3,960	.....	3	3,960	.....	95
Total, Ghorábári Táluka ...	133	2,640	.....	133	2,640	.....	.....
TOTAL, SIND DIVISION ...	9,351	5,046	11 0	9,362	5,046	.....	.....
Total, (V) Village or Cleared Roads .	11,907	3,014	50 4,620	11,958	2,354	.....	.....
Grand Total for Local Fund Roads...	13,887	2,590	159 627	14,046	3,217	.....	.....
Totals of I, II, III, IV, and V Roads.	13,887	2,590	159 627	14,046	3,217	.....	.....

Note.—It may be remarked that as Sind is a flat plain, road-making is very easy, consisting mainly of demarcating, excavating, two-side trenches and levelling irregularities flat, while the repairs are cheap, consisting only of filling up hollows, and, in Upper Sind of strawing the roads with pampar grass to preserve them.

ABSTRACT.

Classification and Names of Roads.	Length in Miles.						Remarks.
	Completed.		In progress.		Total.		
Local Fund Roads.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
I.—Roads metalled, bridged and drained throughout.							
Northern Division	49	5,227	11	1,320	61	1,267	
Southern do.	10	60	.....		10	60	
Central do.	.....		.....		.....		
Sind do.	.....		.....		.....		
Total ...	60	7	11	1,320	71	1,327	
II.—Roads, metalled and drained throughout, but the large Rivers not bridged.							
Northern Division	5	4,540	.....		5	4,540	
Southern do.	39	0	.....		39	0	
Central do.	2	3,960	0	600	2	4,560	
Sind do.	.....		.....		.....		
Total ...	47	3,220	0	600	47	3,820	
III.—Muram roads bridged and drained throughout.							
Northern Division	30	1,759	55	687	85	2,446	
Southern do.	129	2,640	1	2,640	131	0	
Central do.	11	0	.....		11	0	
Sind do.	13	0	.....		13	0	
Total ...	183	4,399	56	3,327	240	2,446	
IV.—Muram roads drained throughout, but the large Rivers not bridged.							
Northern Division	38	2,640	11	2,640	50	0	
Southern do.	1,191	3,830	19	3,960	1,211	2,510	
Central do.	458	1,320	9	0	467	1,320	
Sind do.	.....		.....		.....		
Total ...	1,688	2,510	40	1,320	1,728	3,830	
V.—Village or cleared roads.							
Northern Division	636	2,508	15	3,960	652	1,188	
Southern do.	894	4,800	24	660	919	180	
Central do.	1,024	1,220	.....		1,024	1,220	
Sind do.	9,351	5,046	11	0	9,362	5,046	
Total ...	11,907	3,014	50	4,620	11,958	2,354	
Grand Total for I, II, III, IV, and V ...	13,887	2,590	159	627	14,046	3,217	

Statement showing the Mileage, &c., and Progress of MUNICIPAL ROADS maintained by Civil Agency in the Bombay Presidency for the year 1889-90.

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total Cost of Construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	I.—ROADS METALLED, BRIDGED AND DRAINED THROUGHOUT.						
	NORTHERN DIVISION.						
	Surat.						
Surat	Road from Bazárvav to Surti Náka in the town of Mándvi	0 1,100	.....	0 1,100	1,735	72	
	Bulsár.						
	Road from Párdi Road to Custom-House	2 1,490	.....	2 1,490	Not known...	Not known.	
	Total, Surat Collectorate ...	2 2,590	.....	2 2,590	.....	.....	
	Broach.						
Broach... ...	Road from Railway Station to seats passing by the mills	3 725	.....	3 725	49,737	2,163	
	Do. from Railway Station to Fire Engine-shed at Vijalpur *viâ* Juna Bazár, Lál Bazár and Katpore Slope	2 2,717	.....	2 2,717	55,684	.....	
	Total, Broach District ...	5 3,442	.....	5 3,442	.....	.....	
Thána	Road from Kalyán Railway Station to Kalyán Bandar	1 0	.....	1 0	200	100	
	Carried over ...	1 0	.....	1 0	.....	.....	
		8 752	.....	8 752	.....	.....	

MUNICIPAL ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of Construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
	Brought forward ...	8	752	.....		8	752	.....	.....	
		1	0	.....		1	0	.....	.....	
	I.—ROAD METALLED, BRIDGED AND DRAINED THROUGHOUT—*continued.*									
	NORTHERN DIVISION—*concluded.*									
Thána—*concld.*	Road from Bassein Town to the Mánikpur Station Road (portion within municipal limits) ...	1	0	.....		1	0	204	1,001	
	Portion of the Bassein-Agáshi Road within Municipal limits ...	1	0	.....		1	0			
	Part of the Bombay-Agra Road within Municipal limits	1	0	.....		1	0	Not known...	1,770	
	Part of the Bombay-Poona Road ...	0	3,960	.....		0	3,960	Do.	.....	
	Total, Thána District ...	4	3,960	.....		4	3,960	.....	.....	
Bombay ...	Road from Colába Point to Duncan Causeway	12	845	.....		12	845	23,760	60,192	
	Road from Lady Jamsetji Causeway to its junction with the main road at Náráyen Road	2	950	.....		2	950	23,760	10,791	
	Total, Bombay ...	14	1,795	.....		14	1,795	.....	.....	
	TOTAL, NORTHERN DIVISION ...	27	1,227	.....		27	1,227	.....	.....	

	SIND DIVISION.							
Shikárpur Canals	Shikárpur Municipal Road	0	3,135	.....	0	3,135	1,032	.....
	Sukkur do. do. ...	6	4,752	.....	6	4,752	Not known	1,241
	Rohri do. do.	3	2,640	.....	3	2,640	110	311
	Total, Shikárpur Canals ...	10	5,247	.....	10	5,247	.....	.....
	Karáchi Municipality.							
Karáchi Canals ...	Napier Mole Road and Bandar Road.	5	0	.....	5	0	Not known	6,160
	Total, Karáchi Canals ...	5	0	.....	5	0	.....	.....
	Fuleli Canals.							
Fuleli Canals ...	Road to Tando-Alayhar from Nazir's office to Detal Shah Incline ...	0	4,130	.....	0	4,130	26	125
	Road to Tando-Alayhar from Dharamshala post Sangatwah bridge to the Fuleli Stone Bridge .	0	4,080	.....	0	4,080	102	229
	Road to Tando Mahomed Khán from Victoria Native General Library to Fort Incline	0	3,030	.....	0	3,030	.....	1,219
	Road to Miani from market Police Station to old jail aqueduct ...	0	680	.....	0	680	.....	52
	Total, Fuleli Canals ...	2	1,360	.....	2	1,360	.....	.....
	TOTAL, SIND DIVISION ...	18	1,327	.....	18	1,327	.....	.....
	Total, (I).—Roads, metalled, bridged and drained throughout	45	2,554	.....	45	2,554	.....	.....
	Carried over ...	45	2,554	.....	45	2,554	.....	.....
	Carried over Total of I ...	45	2,554	.....	45	2,554	.....	.....

MUNICIPAL ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of Construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
								Rs.	Rs.	
	Brought forward ...	45	2,554	.....		45	2,554	.....	.....	
		45	2,554	.....		45	2,554	.....	.....	
	II.—ROADS, METALLED AND DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.									
	CENTRAL DIVISION.									
	Sávda.									
Khándesh ...	Agra road lying within the town of Sávda	0	880	.....		0	880	1,292	*50	* Average of three years.
	Total, Khándesh District ...	0	880	.....		0	880	.....	.....	
	TOTAL, CENTRAL DIVISION ...	0	880	.....		0	880	.....	.....	
	ADEN.								.....	
	Jail-Tavella Tank Road	0	3,681	.....		0	3,681			
	Church Tavella Tank Road	0	3,039	.....		0	3,039			
	Bazár and Jaffran Road with cross roads	0	3,699	.....		0	3,699			
	Musfid-Aban Road	0	1,500	.....		0	1,500			
	Aidroos-Musjid Road	0	1,611	.....		0	1,611			
	Malla-Bandar Road	0	2,400	.....		0	2,400			
	Malla-Bandar cross-road	0	699	.....		0	699			

Aden ...	Crescent Road	0	1,644	.....	0	1,644	Not known.	
	Crescent cross-road	0	261	.....	0	261		
	Market Road...	0	699	.....	0	699		
	Daswi Bazar Road	0	2,190	.....	0	2,190		
	Shaik Othman Road...	2	516	.....	2	516		
	Vali Road	0	4,482	.....	0	4,482		
	Lime kiln Road	1	225	.....	1	225		
	Pier Road	1	1,845	.....	1	1,845		
	Connaught Road	1	4,746	.....	1	4,746		.....
	Distillery Road	0	3,453	.....	0	3,453		
	Hunter Road...	0	540	.....	0	540		
	Total, Aden ...	12	270	.....	12	270	.....	.....
	SIND DIVISION.							
	Karáchi Municipality.							
Karáchi Canals ...	Tata Road	1	4,220	.....	1	4,220	Not known .	1,675
	Total, Karáchi District ...	1	4,220	.....	1	4,220	.....	.....
	Total, Sind Division ...	1	4,220	.....	1	4,220	.....	.....
	Total, (II).—Roads, metalled and drained throughout, but the large rivers not bridged	14	90	.....	14	90	.....	.....
	III.—MURAM ROADS, BRIDGED AND DRAINED THROUGHOUT.							
	NORTHERN DIVISION.							
Surat	Road from Bulsár Railway Station to the District Bungalow, Bulsár...	0	3,200	.....	0	3,200	Not known...	.....
	Total, Surat District ...	0	3,200	.....	0	3,200	.....	.....
	TOTAL, NORTHERN DIVISION ...	0	3,200	.....	0	3,200	.....	.....
	Carried over ...	60	564	.....	60	564	.....	.....
	Carried over Totals, I and II ...	59	2,644	.....	59	2,644	.....	.....

MUNICIPAL ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of Construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
	Brought forward ...	60	564	.....		60	564	.....	.....	
		59	2,644	.....		59	2,644	.....	.....	
	III.—MURÀM ROADS BRIDGED AND DRAINED THROUGHOUT—*continued.*									
	SIND DIVISION.									
	Karáchi Municipality.									
Karáchi Canals	Tatta Road	2	500	.....		2	500	Not known	696	
	Sehwan Road	2	0	.....		2	0	Do. ...	665	
	Total, Karáchi Canals ...	4	500	.....		4	500	.....	.....	
	TOTAL, SIND DIVISION ...	4	500	.....		4	500	.....	.....	
	Total, (III).—Muram roads, bridged and drained throughout ...	4	3,700	.....		4	3,700	.....	.....	
	IV.—MURAM ROADS, DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.									
	NORTHERN DIVISION.									
Thána	Road from Kelve Máhim and from Máhim to Shirgaon	1	3,960	0	1,320	2	0	200	398	
	Total, Thána District ...	1	3,960	0	1,320	2	0	.....	.....	
	TOTAL, NORTHERN DIVISION ...	1	3,960	0	1,320	2	0	.....	.....	

	SOUTHERN DIVISION.							
	Kumta.							
	Coast road from Amdalli to Honávar *vid* Bankikod, Gokran and Kumta	0	1,400	.....	0	1,400	Not known...	12
	Sirsi.							
	Road from Sirsi to Sonda *vid* Hullekal	0	4,450	.....	0	4,450	14	24
Kánara... ...	*Kárwár.*							
	Kajubag-Sunkery Road	3	838	.....	3	838	Not known...	279
	Road from the junction of the Koney-Sezwad Road to Bingi pier *viâ* Bingi Ghat	0	2,640	.....	0	2,646	Do. ...	19
	Total, Kánara District ...	4	4,048	.....	4	4,048	.....	.....
	TOTAL, SOUTHERN DIVISION ...	4	4,048	.....	4	4,048	.....	.....
	CENTRAL DIVISION.							
	Ashirgad Road portion of Zodga-Ashirgad road	0	2,640	.....	0	2,640		
Khándesh ...	Nasirabad Road portion of Jalgaon-Nasirabad road	0	2,640	.....	0	2,640	Not known.	720
	Neri Road—Road joining the Jalgaon-Neri Road by the old town ...	0	2,640	.....	0	2,640		
	Total, Khándesh District ...	1	2,640	.....	1	2,640	.....	.....
	TOTAL, CENTRAL DIVISION ...	1	2,640	.....	1	2,640	.....	.....
	SIND DIVISION.							
	Karáchi Municipality.							
Karáchi Canals ...	Lasbela Road	3	3,960	.....	3	3,960	Not known .	1,251
	Total, Karachi District ...	3	3,960	.....	3	3,960	.....	.....
	Total, Sind Division ...	3	3,960	.....	3	3,960	.....	.....
	Total (IV).—Muram roads drained throughout, but the large rivers not bridged	11	4,048	0 1,320	12	88	.....	.....
	Carried over ...	75	5,112	0 1,320	76	1,152	.....	.....
	Carried over Totals, I, II, III and IV	75	5,112	0 1,320	76	1,152	.....	.....

MUNICIPAL ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of Construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward ...	75	5,112	0	1,320	76	1,152	.....	.....	
		75	5,112	0	1,320	76	1,152	.....	.....	
	V.—VILLAGE OR CLEARED ROADS.									
	Northern Division.									
Surat	Road from Bulsár Railway Station to the Satimata Temple	1	2,320	.....		1	2,320	Not known...	.....	
	Road from Chipwad towards the Kadia ovara	0	976	.....		0	976	Do. ...	.....	
	Total, Surat District ...	1	3,296	.....		1	3,296	.....	.....	
	Total, Northern Division ...	1	3,296	.....		1	3,296	.....	.....	
	Southern Division.									
Kánara	Road from Kumta to Halkeri ...	1	20	.....		1	20	71	88	
	Total, Kánara District ...	1	20	.....		1	20	.....	.....	
	Total, Southern Division ...	1	20	.....		1	20	.....	.....	
	SIND DIVISION.									
Shikárpur Canals .	Shikárpur Municipality	6	2,145	.....		6	2,145	Not known...	.....	
	Total, Shikárpur Canals ...	6	2,145	.....		6	2,145	.....	.....	

	Umarkot.							
Eastern Nára ...	Road from Umarkot Fort to old garden	0	1,320	.....	0	1,320	Not known...	9
	Road from Umarkot to Burning Ground	1	0	.....	1	0	Do. ...	5
	Total, Eastern Nára	1	1,320	.....	1	1,320	.....	.....
	Tando Municipality.							
Fuleli Canals ...	Road from the Guni Bridge to the road joining the Tando Ghulam Haider road	0	3,400	.....	0	3,400	65	42
	Total, Fuleli Canals ...	0	3,400	.....	0	3,400	.....	.....
	Karáchi Municipality.							
Karáchi Canals ...	Malir Road	1	3,960	.....	1	3,960	Not known .	693
	Total, Karáchi Canals ...	1	3,960	.....	1	3,960	.....	.....
	TOTAL, SIND DIVISION ...	10	265	.....	10	265	.....	.....
	ADEN.							
Aden	Roads in Crater	4	4,278	.....	4	4,278	Not known.	5,925
	Roads at Malla	1	2,220	.....	1	2,220		
	Roads at Tawahi	1	2,721	.....	1	2,721		
	Road in Shaik Othman	6	5,250	.....	6	5,250	Do. ...	4,391
	Road to Hiswa	4	1,980	.....	4	1,980		
	Road to Imad	5	0	.....	5	0		
	Road to Little Aden from Hiswa ...	12	3,480	.....	12	3,480		
	TOTAL, ADEN DISTRICT ...	36	4,089	.....	36	4,089	.....	.....
	Total (V).—Village or Cleared Roads.	49	2,390	.....	49	2,390	.....	.....
	GRAND TOTAL FOR MUNICIPAL ROADS.	125	2,222	0 1,320	125	3,542	.....	.....
	Totals of I, II, III, IV and V ...	125	2,222	0 1,320	125	3,542	.....	.....

ABSTRACT.

Classification and Names of Roads	Length in Miles. Completed.	In progress.	Total.	Remarks.
	Ms. ft.	Ms. ft.	Ms. ft.	
Municipal Roads.				
I.—Roads metalled, bridged and drained throughout.				
Northern Division	27 1,227	.....	27 1,227	
Southern do.	.....	.....	.....	
Central do.	.....	.....	.....	
Sind do.	18 1,327	.....	18 1,327	
Total ...	45 2,554	.....	45 2,554	
II.—Roads metalled and drained throughout, but the large Rivers not bridged.				
Northern Division	.....	.....	.....	
Southern do.	.....	.....	.....	
Central do.	0 880	.....	0 880	
Sind do.	1 4,220	.....	1 4,220	
Aden District	12 270	.....	12 270	
Total ...	14 90	.....	14 90	
III.—Muram roads bridged and drained throughout.				
Northern Division	0 3,200	.....	0 3,200	
Southern do.	.....	.....	.....	
Central do.	.....	.....	.....	
Sind do.	4 500	.....	4 500	
Total ...	4 3,700	.....	4 3,700	
IV.—Muram roads drained throughout, but the large Rivers not bridged.				
Northern Division	1 3,960	0 1,320	2 0	
Southern do.	4 4,048	.....	4 4,048	
Central do.	1 2,640	.....	1 2,640	
Sind do.	3 3,960	.....	3 3,960	
Total ...	11 4,048	0 1,320	12 88	
V.—Village or cleared roads.				
Northern Division	1 3,296	.....	1 3,296	
Southern do.	1 20	.....	1 20	
Central do.	.....	.....	.....	
Sind do.	10 265	.....	10 265	
Aden District	36 4,089	.....	36 4,089	
Total ...	49 2,390	.....	49 2,390	
Grand Total of I, II, III, IV and V ...	125 2,222	0 1,320	125 2,222	

J. D. CRUICKSHANK, Colonel, R.E.,
Acting Secretary to Government, P. W. D.

SUPPLEMENT 2

TO THE

ADMINISTRATION REPORT OF CIVIL WORKS

OF THE

PUBLIC WORKS DEPARTMENT,

BOMBAY PRESIDENCY,

FOR THE YEAR 1889-90.

Statement showing the cost and progress of Roads maintained from IMPERIAL AND PROVINCIAL FUNDS in the Bombay Presidency for the year 1889-90.

Executive charges.	Classification and names of roads.	Length in miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total cost per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
	IMPERIAL.							Rs.	Rs.	
	ROADS IN CHARGE OF PUBLIC WORKS DEPARTMENT.									
	NORTHERN DIVISION.									
	(1).—*Roads metalled, bridged and drained throughout.*									
	Cantonment roads at Ahmedabad ...	3	1,320	.....		3	1,320	7,069	2,251	
	Do. do. at Rájkot ...	5	0	.....		5	0	1,000	1,195	
	Young's road, Bhúj	0	650	.....		0	650	Approximate cost Rs. 5,775 per mile.	Approximate Rs. 1,360.	
	Sadar Bázár lane No. I, Bhúj ...	0	202	.....		0	202			
	Do. do. No. II do. ...	0	555	.....		0	555			
	Do. main road do. ..	0	3,297	.....		0	3,297			
	Do. cross road No. I do. ...	0	700	.....		0	700			
Ahmedabad ...	Do. do. No. II do. ...	0	590	.....		0	590			
	Residency road, Bhúj	0	2,992	.....		0	2,992			
	Hill Fort main road, Bhúj ...	0	2,845	.....		0	2,845			
	Do. cross road No. I do. ...	0	596	.....		0	596			
	Do. do. No. II do. ..	0	655	.....		0	655			
	Do. do. No. III do. ...	0	318	.....		0	318			
	Chapel road, Bhúj	0	329	.....		0	329			
	Cemetery road, Bhúj	0	1,000	.....		0	1,000			Constructed from Provincial Funds at a cost of Rs. 557, and repaired from Imperial Funds.
	Total, Ahmedabad District ...	11	209	.....		11	209	.....	.....	
Surat and Broach .	Road from Dungri Railway Station to Dharasna Salt Pans, Surat ...	3	0	.....		3	0	5,101	1,200	
	Total, Surat and Broach Districts .	3	0	.....		3	0	.....	.....	
	Carried over ..	14	209	.....		14	209	.....	.....	

Executive charges.	Classification and names of roads.	Length in miles. Completed.	In progress.	Total.	Average total cost per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought over ...	14 209	.....	14 209	.....	.....	
	IMPERIAL—*continued.*						
	ROADS IN CHARGE OF PUBLIC WORKS DEPARTMENT—*contd.*						
	NORTHERN DIVISION—*continued.*						
	(1).—*Roads metalled, bridged and drained throughout*—continued.						
Military Works, Bombay.	Road within Cantonment limits, Devláli	6 3,960	.....	6 3,960	.....	3,345	
	Road from junction with road to Násik town and railway station in Nó. 5 mile to No. 8 mile stone ...	3 3,960	.....	3 3,960			
	Total, Military Works, Bombay ...	10 2,640	.....	10 2,640	.....	.....	
	TOTAL, NORTHERN DIVISION ...	24 2,849	.....	24 2,849	.....	.....	
	SOUTHERN DIVISION.						
Belgaum ...	Cantonment roads, Belgaum ...	25 4,400	.....	25 4,400	Unknown ...	9,243	
	Sadar Bázár roads do. ...	3 660	.....	3 660	Do. ...	1,055	
	Total, Belgaum District ...	28 5,060	.....	28 5,060	.....	.....	
	TOTAL, SOUTHERN DIVISION ...	28 5,060	.....	28 5,060	.....	.....	
	ADEN DISTRICT.						
Aden ...	Cantonment road, Point ...	3 0	.....	3 0	Unknown ...	4,516	
	Do. do. Isthmus ...	4 0	.....	4 0	Do. ...	5,257	
	Do. do. Crater ...	4 0	.....	4 0	Do. ...	4,147	
	Shaik Othmán road	6 0	.....	6 0	Do. ...	1,795	
	TOTAL, ADEN DISTRICT ...	17 0	.....	17 0	.....	.....	

	NORTHERN DIVISION.					
	(3).—*Muram roads, bridged and drained throughout.*					
Military Works, Bombay.	Road within Cantonment limits, Dovláli	1 2,640	.....	1 2,640	.....	280
	Total, Military Works, Bombay ...	1 2,640	.....	1 2,640	.....	.....
Ahmedabad ...	Fort road, Bhúj	0 4,750	.....	0 4,750	Approximate cost Rs. 900 per mile.	640
	Hospital road, Bhúj	0 700	.....	0 700		
	Total, Ahmedabad District ...	1 170	.....	1 170	.....	.....
	TOTAL, NORTHERN DIVISION ...	2 2,810	.....	2 2,810	.....	.....
	CENTRAL DIVISION.					
	(4).—*Muram roads, drained throughout, but the large rivers not bridged.*					
Poona ...	Road leading from Sásvad to foot of the Purandhar Hill ...	5 4,435	.....	5 4,435	Unknown ...	662
	Total, Poona District ...	5 4,435	.....	5 4,435	.....	.....
	TOTAL, CENTRAL DIVISION ...	5 4,435	.....	5 4,435	.....	.....
	GRAND TOTAL, IMPERIAL ...	78 4,594	.....	78 4,594	.....	.....

Executive charges.	Classification and names of roads.	Length in miles. Completed.	In progress.	Total.	Average total cost per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
	PROVINCIAL.	Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	ROADS IN CHARGE OF PUBLIC WORKS DEPARTMENT.						
	Northern Division.						
	(1).—*Roads metalled, bridged and drained throughout.*						
Presidency ...	Máhím Causeway	0 3,558	.....	0 3,558	* 3,02,498	867	* Original costs taken from tablets on the roads.
	Sion Causeway	1 471	.....	1 471	* 82,955	1,291	
	Total, Presidency ...	1 4,029	.....	1 4,029	.....	.....	
Ahmedabad ...	Road from Bibipura to Modása *viâ* Dhansura...	18 0	.....	18 0	6,103	(*a*) 4,495	(*a*) Actual for 1 year.
	Extra Municipal roads, Ahmedabad.	4 2,090	.....	4 2,090	Unknown ...	7,009	
	Road from foot of overbridge approaches near the Kalupur gate to junction with road to Camp, Ahmedabad	1 3,000	.....	1 3,000	5,700	1,985	Constructed from Imperial Funds and repaired from Provincial Funds.
	Road from Dhansura to Harsol ...	.....	13 ... 0	13 0	7,793	.....	In progress from Provincial Funds.
	Total, Ahmedabad District ...	23 5,090	13 0	36 5,090	.....	.....	
Kaira	Road from Dákor and Kapadvanj line towards Modása up to Bibipura.	21 4,400	10 2,640	32 1,760	7,690	2,133	Includes 10 miles of cleared line. There are about 11½ miles now metalled with stone, and the remaining 10½ miles are in progress of being metalled.
	Total, Kaira District ...	21 4,400	10 2,640	32 1,760	.....	.....	
Surat and Broach.	Road from Bilimora to Chikhli, Surat	3 2,640	In Gáikwár's Territory.	3 2,640	10,205	1,500	Constructed from Provincial (⅛) and Local (⅞) Funds.
	Total, Surat and Broach Districts ...	3 2,640	.....	3 2,640	.....	.....	

Thána ...	Road from Ulva to Campuli (portion in Thána Collectorate) ..	13	2,640	.....	13	2,640	Unknown ...	4,801	
	Road from Dharamtar to Campuli (portion in the Thána Collectorate).	3	3,520	.....	3	3,520	Do. ...	1,547	The cost of whole road in the Thána and Kolába collectorates is Rs. 1,59,956.
	Road from Thána to Panvel (portion in Thána Collectorate) ...	10	2,640	.....	10	2,640	Do. ...	3,727	Do. is Rs. 1,61,460.
	Total, Thána District ...	27	3,520	.....	27	3,520	.....	.....	
	TOTAL, NORTHERN DIVISION ...	78	3,839	23 2,640	102	1,199	.....	.....	
	SOUTHERN DIVISION.								
Belgaum ...	Road from Belgaum to Panchgaum .	43	0	.....	43	0	Unknown ...	14,087	
	Do. from Belgaum to Vengurla ...	43	0	.....	43	0	17,910	16,691	
	Do. from Belgaum to Linganmat...	40	0	.....	40	0	Unknown ...	9,743	The Málprabha river is not bridged.
	Do. from Warna to Dudganga river, including branch road 1¼ miles to Post Office at Kolhápur ...	28	1,320	.....	28	1,320	Do. ...	7,432	
	British portion of road to Udgaum, Miraj and Sángli	4	1,320	.....	4	1,320	Do. ...	889	
	Road from Bombay towards Madras from the Málprabha to the Dudganga rivers	74	3,960	.....	74	3,960	Do. ...	26,157	
	Total, Belgaum District ...	233	1,320	.....	233	1,320	.....	.....	
Dhárwár ...	Hubli-Sangtikop road from Hubli to Sangtikop	28	0	.....	28	0	12,262	8,384	The cost includes travellers' Bungalow, Dharmshálas, bridges, &c.
	Road from the river Málprabha at Mugutkhán Hubli to Harihar ...	122	0	.....	122	0	5,700	27,545	The river Málprabha is not bridged.
	Tadas-Udgatti road from Tadas to Kanara Frontier	9	2,640	.....	9	2,640	Unknown ...	3,458	
	Kerur feeder road	0	2,990	.....	0	2,990	3,507	124	
	Railway feeder road at Buralkod ...	0	900	.....	0	900	2,992	66	
	Carried over ...	160	1,250	.....	160	1,250	.....	.....	
		311	5,159	23 2,640	335	2,519	.....	.....	

Executive charges.	Classification and names of roads.	Length in miles, Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total cost per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
	Brought over ...	311	5,159	23	2,640	335	2,519	.....	.....	
		160	1,250	.....		160	1,250	.....	.....	
	PROVINCIAL—*continued.*									
	ROADS IN CHARGE OF PUBLIC WORKS DEPARTMENT—*continued.*									
	SOUTHERN DIVISION—*continued.*									
	(1).—*Roads metalled, bridged and drained throughout*—continued.									
Dhárwár ...	Railway feeder road at Dhárwár ...	0	4,900	.....		0	4,900	2,391	434	
	Do. do. Mugud ...	0	600	.....		0	600	2,446	65	
	Do. do. Nagargati .	0	2,877	.....		0	2,877	1,161	165	Three drains are required to be built on this road.
	Road to connect the Dandur Railway Station with the Hubli Sholápur Road	1	660	.....		1	660	4,360	421	
	Total, Dhárwár District ...	162	5,007	.....		162	5,007	.....	.....	
Kánara... ...	Road from Sangtikop to Kárwár *viâ* Arbail Ghát.	74	3,960	.....		74	3,960	18,947	25,376	
	Do. from Ekambi to Samasgi ...	6	2,640	.....		6	2,640	Unknown ...	1,850	
	Do. from Palla to Bankápur ...	2	2,640	.....		2	2,640	921	458	
	Do. from Kárwár to Kodibág ...	2	2,640	.....		2	2,640	Unknown ...	24	
	Do. from Koney bridge to Sezwad .	2	3,780	.....		2	3,780	6,384	557	
	Do. from Katgal to the bank of Tadari river	1	0	.....		1	0	Unknown ...	337	
	Do. from Haliyál to Belgaum Frontier up to Linganmat ...	9	0	.....		9	0	11,891	2,076	
	Do. from Koney to the junction of Kodibág *viâ* jail at Kárwár ...	1	2,490	.....		1	2,490	4,625	241	
	Total, Kánara District ...	100	2,310	.....		100	2,310	.....	.....	

Ratnágiri and Kolába.		Road from the bottom of Kumbharli Ghát to Chiplún and Gowalkot.	14	1,320	.....	14	1,320	19,231	5,376	
		Do. over Amba Ghát	8	1,760	.....	8	1,760	45,448	4,297	
		Do. from Belgaum to Vengurla *vid* Parpoli Ghát (portion from Vengurla to top of Amboli Ghát)	35	0	.....	35	0	17,909	15,352	
		Do. from Ulva to Campuli ...	16	0	.....	16	0	4,080	4,233	
		Do. from Pen to Washi	3	2,640	.....	3	2,640	4,646	723	
		Do. from Panvel to Jasai	5	3,300	.....	5	3,300	Unknown ...	638	
		Do. from Thána to Panvel ...	9	1,320	.....	9	1,320	7,573	2,875	
		Do. from Dharamtar to Campuli ...	20	0	.....	20	0	6,665	5,696	
		Total, Ratnágiri and Kolába Districts.	111	5,060	.....	111	5,060	.....	.....	
Sátára		Shirval-Warna road (part of road from Poona to Belgaum) ...	99	2,640	.....	99	2,640	26,304	27,918	
		Surul-Mahábaleshvar road	26	0	.....	26	0	14,364	7,126	
		Fitzgerald Ghát road	20	0	.....	20	0	22,780	8,090	
		Karád-Kumbarli Ghát road	46	0	.....	46	0	23,247	17,352	
		Sátára-Mahábaleshvar road	33	0	.....	33	0	26,457	8,082	10 miles not fully drained.
		Total, Sátára District ...	224	2,640	.....	224	2,640	.....	.....	
		TOTAL, SOUTHERN DIVISION ...	833	497	.....	833	497	.....	.....	
		CENTRAL DIVISION.								
Poona ...		Road from Dápuri to the foot of the Bhore Ghát (Poona-Bombay road).	42	0	.....	42	0	Unknown ...	11,338	
		Approach road to Deccan Central Jail, Yerrowda	1	1,320	.....	1	1,320	4,123	284	
		Road from Poona to Shirval (new Sátára road)	26	2,112	.....	26	2,112	24,983	11,019	
		Road from Fitzgerald Bridge, Poona to Sirur (Poona-Ahmednagar road).	41	0	.....	41	0	Unknown ...	9,936	The river Bhima at Koregaon is not bridged.
		Total, Poona District ...	110	3,432	.....	110	3,432	.....	.....	
		Carried over ...	1,022	2,488	23 2,640	1,045	5,128	.....	.....	

Executive charges.	Classification and names of roads.	Length in miles.						Average total cost per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Completed.		In progress.		Total.				
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought over ...	1,022	2,488	23	2,640	1,045	5,128	.....	.....	
	PROVINCIAL—*continued.*									
	ROADS IN CHARGE OF PUBLIC WORKS DEPARTMENT—*contd.*									
	Central Division—*continued.*									
	(1).—*Roads metalled, bridged and drained throughout*—continued.									
Sholápur	Road from Bársi Road Station to Bársi town.	21	0	.....		21	0	23,800	9,029	
	Total, Sholápur District ...	21	0	.....		21	0	.....	.....	
Násik	Manmád and Kopargaon road ...	21	0	.....		21	0	Unknown ...	5,225	Passing *viâ* Ankaighát and Yeola town.
	Total, Násik District ...	21	0	.....		21	0	.....	.....	
Khándesh ...	Málegaon and Manmád road ...	21	0	.....		21	0	Unknown ...	9,371	
	Kondaibari Ghát road ...	4	0	.....		4	0	Do. ...	2,226	
	Total, Khándesh District ...	25	0	.....		25	0	.....	.....	
Ahmednagar ...	Road from Ahmednagar to Sirúr ...	31	0	.....		31	0	Unknown ...	10,170	
	Total, Ahmednagar District ...	31	0	.....		31	0	.....	.....	
	Total, Central Division ...	208	3,432	.....		208	3,432	.....	.....	

		NORTHERN DIVISION.								
		(2).—*Roads metalled and drained throughout, but the large rivers not bridged.*								
Thána		Road from Kurla to Kasára (Bombay and Agra road)	68	0	.....	68	0	Unknown ...	19,532	
		Total, Thána District ...	68	0	.....	68	0	.....	.....	
		TOTAL, NORTHERN DIVISION ...	68	0	.....	68	0	.....	.....	
		SOUTHERN DIVISION.								
Kánara		Road from Dhárwár Frontier near Yergati to Kamta *vid* Sirsi ...	78	2,640	.....	78	2,640	Unknown ...	32,799	
		Total, Kánara District ...	78	2,640	.....	78	2,640	.....	.....	
Ratnágiri and Kolába.		Road from Sakharpe to Sangameshvar	20	1,320	.....	20	1,320	4,941	.....	The annual cost of repair is given for the last three years, the work having been completed in 1886-87.
		Road from Pali to the foot of Amba Ghát	19	0	.....	19	0	1,347	4,076	
		Road from Mahapral to Varanda and Fitzgerald Ghát	25	2,640	.....	25	2,640	5,250	5,575	
		Total, Ratnágiri and Kolába Districts.	64	3,960	.....	64	3,960	.....	.....	
		TOTAL, SOUTHERN DIVISION ...	143	1,320	.....	143	1,320	.....	.....	
		CENTRAL DIVISION.								
Poona		Road from St. Patrick's Church, Poona, to Hingangaon (Poona-Sholápur road)	87	3,960	.....	87	3,960	Unknown ...	15,703	
		Total, Poona District ...	87	3,960	.....	87	3,960	.....	.....	
		Carried over ...	1,419	2,488	23 2,640	1,442	5,128	.....	.....	

Executive charges.	Classification and names of roads.	Length in miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total cost per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
								Rs.	Rs.	
	Brought over ...	1,419	2,488	23	2,640	1,442	5,128	.....	.....	
	PROVINCIAL—*continued.*									
	ROADS IN CHARGE OF PUBLIC WORKS DEPARTMENT—*contd.*									
	CENTRAL DIVISION—*continued.*									
	(2).—*Roads metalled and drained throughout, but the large rivers not bridged*—continued.									
Sholápur ...	Road from Bársi to Yedsi	20	0	.....		20	0	6,309	8,660	
	Do. from Yedsi to Tadwala ...	8	0	.....		8	0	8,050	3,816	
	Total, Sholápur District ...	28	0	.....		28	0	.....	.....	
Násik ...	Bombay-Agra road from foot of Kasára Ghát in south-west to foot of Rahud Ghát in north-east, the part in the Málegaon Táluka beyond being in charge of Khándesh Executive office	85	0	.....		85	0	Unknown ...	17,792	Passing *viâ* Igatpuri, Násik, Pimpalgaon Budruk and Chándor. Bridged except at the rivers Godáveri at Násik and Kadwa at Kakangaon, where ferries are maintained.
	Nándgaon-Aurangabad road to His Highness the Nizám's boundary...	12	0	.....		12	0	Do. ...	3,424	Bridged except at the rivers Tanyad Manyad.
	Násik-Poona road from Násik to Nandur Shingoti	33	0	.....		33	0	Do. ...	10,607	Passing by Sinda, Palse and Sinnar. Metalled to 22nd mile, from 23rd to end muramed. River Darna and most streams south of Sinnar not bridged.
	Násik-Balsad road from Násik to north-west boundary	39	0	.....		39	0	Do. ...	9,102	Metalled to 20th mile and beyond that muramed; passing *viâ* Chachergaon, Sawalghát and Peint.
	Satighát road	5	0	.....		5	0	Do. ...	457	A ghát road leading to Harsul.
	Satighát-Harsul road	3	0	.....		3	0	Do. ...	446	From foot of Satighát to Harsul.
	Total, Násik District ...	177	0	.....		177	0	.....	.....	

Khándesh ...	Bombay and Agra road ...	106	0	.....	106	0	Do. ...	37,458	Portion north of the Tápti (28 miles) in process of being metalled.
	Dhulia and Chálisgaon road ..	34	0	.....	34	0	13,571	11,252	
	Total, Khándesh District ..	140	0	.....	140	0	.....	.....	
Ahmednagar ...	Road from Ahmednagar to Dhond...	45	0	.....	45	0	Unknown ...	3,441	Partly drained.
	Road from the foot of the Imámpur Ghát to Toka	27	0	.....	27	0	Do. ...	5,230	
	Total, Ahmednagar District ...	72	0	.....	72	0	.....	.....	
	TOTAL, CENTRAL DIVISION ...	504	3,960	.....	504	3,960	.....	.....	
	SIND DIVISION.								
Karáchi Canals ..	Road over Bagotora Pass ...	2	1,940	.....	2	1,940	4,493	428	Some parts of the road are paved, not metalled, and the cross drainage is not fully provided for.
	Total, Karáchi Canals ...	2	1,940	.....	2	1,940	.....	.....	
	TOTAL, SIND DIVISION ...	2	1,940	.....	2	1,940	.....	.....	
	NORTHERN DIVISION.								
	(3).—*Muram roads bridged and drained throughout.*								
Surat and Broach	Road from Párdi to Chiwal ...	13	0	.....	13	0	2,847	2,800	
	Road from Daman to Wapi in British Territory	3	2,640	.....	3	2,640	2,600	900	
	Total, Surat and Broach Districts ...	16	2,640	.....	16	2,640	.....	.....	
	TOTAL, NORTHERN DIVISION ...	16	2,640	.....	16	2,640	.....	.....	
	Carried over ...	1,855	1,788	23 2,640	1,878	4,428	.....	.....	

Executive charges.	Classification and names of roads.	Length in miles. Completed.		In progress.		Total.		Average total cost per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought over ...	1,855	1,788	23	2,640	1,878	4,428	.....	.....	
	PROVINCIAL—*continued.*									
	ROADS IN CHARGE OF PUBLIC WORKS DEPARTMENT—*contd.*									
	SOUTHERN DIVISION.									
	(3).—*Muram roads bridged and drained throughout*—continued.									
Belgaum ...	Road from Hukeri to Gokák ...	18	2,640	.....		18	2,640	Unknown ...	*	* Completed. The road has not been repaired during the last five years.
	Road from Khánápur to Shitawde ...	16	0	.....		16	0	Do. ...	1,612	
	Road from Nipáni to Mahálingpur.	21	0	10	2,640	31	2,640	Do. ...	2,970	
	Road from Gokák to Navalgund ...	38	0	7	0	45	0	.....	815	In progress.
	Total, Belgaum District ...	93	2,640	17	2,640	111	0	.....	.....	
Bijápur	Kajidoni-Bágalkot road	19	0	.....		19	0	2,422	5,508	
	Total, Bijápur District ...	19	0	.....		19	0	.....	.....	
Dhárwár ...	Havanur-Samasgi road, 2nd Section...	.....		29	1,320	29	1,320	‡ 2,797	1,398	‡ Cost of improvements. This section is in process of being metalled and provided with masonry bridges and drains from mile No. 22 to 50-25 or between Háveri and Samasgi.
	Hubli-Dambal road...	47	0	.....		47	0	§ 12,261	9,214	§ The cost includes travellers' bungalow, dharmshála, bridges, &c. The road is partially metalled for 10 miles from Hubli and 6 miles on the portion from Gadag to Dambal.
	Road to connect Hulkoti Railway Station to the Kárwár and Bellary road...	0	3,300	.....		0	3,300	3,659	57	The road is partially metalled.
	Total, Dhárwár District ...	47	3,300	29	1,320	76	4,620	.....	.....	

Kánara ...	Road from Gersoppa to Falls and Talgapa	25	0	.....	25	0	2,090	5,716		
	Road from Yellápur to Bankápur *viâ* Mundgod...	29	0	.....	29	0	Unknown ...	4,314		
	Road from Sanikatta to Hebul ...	18	0	.....	18	0	Do. ...	1,967		
	Koney sea slope road at Kárwár ...	1	2,844	.....	1	2,844	6,935	682		
	Road from junction of Adlur deviation near Balagoly to Ankola ...	3	3,960	.....	3	3,960	Unknown ...	299		
	Road from Haliyál to Supa ...	20	2,640	.....	20	2,640	Do. ...	4,225		
	Do. do. to Mavinkop ...	4	2,640	.....	4	2,640	1,796	1,594		
	Total, Kánara District ...	102	1,524	.....	102	1,524	.....	.....		
Ratnágiri and Kolába.	Road from Ratnágiri to Mirya ...	4	1,760	.....	4	1,760	7,580	589		
	Do. the foot of Phonda Ghát to Devgad ...	30	0	.....	30	0	2,364	1,956		
	Do. Dharamtar to Nágothna .	13	2,640	.....	13	2,640	10,544	3,602		
	Do. Pen to Antora ...	1	3,960	.....	1	3,960	Unknown ...	250		
	Do. Dharamtar to Alibág ...	13	0	.....	13	0	Do. ...	4,065		
	Total, Ratnágiri and Kolába Districts.	62	3,080	.....	62	3,080	.....	.....		
	TOTAL, SOUTHERN DIVISION ...	324	5,264	46 3,960	371	3,944	.....	.....		
	CENTRAL DIVISION.									
Ahmednagar ...	Road from Ahmednagar to Paithan .	52	0	.....	52	0	Unknown ...	13,265	Roads partly metalled and partly muramed.	
	Do. Nandur Singonta to Ambeghargaon (Násik-Poona road).	27	0	.....	27	0	Do. ...	4,895		
	Total, Ahmednagar District ...	79	0	.....	79	0	.....	.....		
	TOTAL, CENTRAL DIVISION ...	79	0	.....	79	0	.....	.....		
	Carried over ...	2,259	1,772	70 1,320	2,329	3,092	.....	.....		

Executive charges.	Classification and names of roads.	Length in miles. Completed.	In progress.	Total.	Average total cost per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought over ...	2,259 1,772	70 1,320	2,329 3,092	.....	.....	
	PROVINCIAL—*continued.*						
	ROADS IN CHARGE OF PUBLIC WORKS DEPARTMENT—*contd.*						
	Northern Division.						
	(4).—*Muram roads drained throughout, but the large rivers not bridged.*						
Thána ...	Road from Neral to Mátherán ...	7 2,640	.....	7 2,640	Unknown ...	2,644	Is a bridal path, only partly metalled.
	Satowli-Khind road	2 0	.....	2 0	3,530	275	
	Road from Dahanu to Jawhár ...	27 0	.....	27 0	8,173	1,838	Being metalled.
	Road from Váda to Shirghát ...	6 0	25 0	31 0	4,666	.....	Part is to be metalled.
	Total, Thána District ...	42 2,640	25 0	67 2,640	.....	.....	
	Total, Northern Division ...	42 2,640	25 0	67 2,640	.....	.....	
	Southern Division.						
Belgaum	Road from Nipáni to Phonda Ghát .	38 3,960	.....	38 3,960	Unknown ...	6,320	14¾ miles have been metalled.
	Total, Belgaum District ...	38 3,960	.....	38 3,960	.....	.....	
Bijápur ...	Bijápur-Honvad road	24 2,640	.....	24 2,640	2,867	5,693	
	Sholápur-Hubli road, portion from the river Bhima near Takli to the river Málprabha near Govinkop ...	114 1,320	.....	114 1,320	* Unknown...	13,300	* Roads not improved, hence no capital cost ; only annual repairs are carried out.
	Road from Tikota towards Nagaz ...	14 2,640	.....	14 2,640	* Do. ...	1,558	
	Total, Bijápur District ...	153 1,320	.....	153 1,320	.....	.....	

Dhárwár ...	Dambal-Hesrur road	16	0	.....	16	0	12,261	2,567	The cost includes dharmshálas and travellers' bungalow built on the road.
	Dhárwár-Tenai Ghát road	59	2,640	.....	59	2,640	2,672	9,186	A portion, 9 miles in length, from Dhárwár and Ghát portion 13 miles from mile stone No. 47 to end of the road is metalled. Two large nálas and some drains are to be bridged.
	Havanur-Samasgi road, 1st Section .	19	3,960	.....	19	3,960	Unknown ...	2,795	
	Total, Dhárwár District ...	95	1,320	.....	95	1,320	.....	.....	
Kánara ...	Road from Sirsi to Shivmoga *viâ* Banwasi.	19	1,320	.....	19	1,320	Unknown ...	2,807	
	Road from Sadáshivgad to Goa frontier.	5	2,640	.....	5	2,640	1,014	400	
	Road from Shetowna to Kárwár *viâ* Kadra and Unshi Ghát.	52	0	.....	52	0	2,619	6,196	
	Total, Kánara District ...	76	3,960	.....	76	3,960	.....	.....	
Ratnágiri and Kolába.	Road from Nágothna to Keneshwar ..	56	633	.....	56	633	Unknown ...	18,568	
	Road from Ratnágiri to Poladpur *viâ* Chiplún and Khed.	102	2,640	.....	102	2,640	4,070	10,865	
	Road from Hathkambe to Dájipur *viâ* Rájápur, Kharepátan and Phonda.	80	0	.....	80	0	1,267	9,602	
	Road from Khed to Harnai ...	25	0	.....	25	0	Unknown ..	3,099	
	Road from Phonda to Vijiádurg *viâ* Waghotan.	33	0	.....	33	0	Do. ...	1,605	
	Total, Ratnágiri and Kolába Districts.	296	3,273	.....	296	3,273	.....	.....	
Sátára ...	Karád-Nagaz road (part of Karád-Bijápur road).	59	0	.....	59	0	Unknown ...	6,623	In process of being metalled, and is partly drained.
	Dharampuri-Varanda Ghát road ...	44	0	.....	44	0	Do. ...	11,484	Do. do.
	Total, Sátára District ...	103	0	.....	103	0	.....	.....	
	TOTAL, SOUTHERN DIVISION ...	763	3,273	.....	763	3,273	.....	.....	
	Carried over ...	3,065	2,405	95 1,320	3,160	3,725	.....	.....	

Executive charges.	Classification and names of roads.	Length in miles. Completed.	In progress.	Total.	Average total cost per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought over ...	3,065 2,405	95 1,320	3,160 3,725	.....	.....	
	PROVINCIAL—*continued.*						
	ROADS IN CHARGE OF PUBLIC WORKS DEPARTMENT—*contd.*						
	CENTRAL DIVISION.						
	(4).—*Muram roads drained throughout, but the large rivers not bridged* —continued.						
Poona	Road from Wada to Bhorgiri ...	15 0	.....	15 0	Unknown...	.....	
	Road from Ghoda to Ambegaon ...	3 2,640	0 2,640	4 0	4,450	.....	
	Road from Dápuri to Ambeghargaon (Poona-Násik road)	61 0	.....	61 0	Unknown...	9,132	
	Total, Poona District ...	79 2,640	0 2,640	80 0	.....	.....	
Sholápur ...	Portion of Poona-Hyderabad road from the Bhima river to Tandulvádi	75 0	.....	75 0	4,125	9,180	
	Sholápur-Takli road	19 0	.....	19 0	6,052	3,752	
	Kuslumb-Yermala road ...	8 0	.....	8 0	3,125	1,194	
	Cantonment roads, Sholápur ...	4 2,640	.....	4 2,640	.....	1,356	
	Total, Sholápur District ...	106 2,640	.....	106 2,640	.....	.....	
Khándesh ...	Dhulia-Surat road from Dhulia to Sakri	32 0	.....	32 0	6,808	9,771	Portion of this road from Dhulia to Sondwa nála is being metalled (3½ miles).
	Roads connecting Government buildings at Bhusával ...	1 0	.....	1 0	3,227	452	
	Cross Road at Málegaon ...	3 1,760	.....	3 1,760	Unknown...	1,251	
	Total, Khándesh District ...	36 1,760	.....	36 1,760	.....	.....	

Ahmednagar ...	Road from Ahmednagar to Pimpalgaon (Ahmednagar-Málegaon road).	66	0	.....		66	0	Unknown ...	10,185	
	Road from Khospuri to Wámbori ...	7	0	.....		7	0	4,948	.....	
	Road from Jámgaon on the Kolhar-Bari road to Kotul	.....		10	0	10	0	.....	.....	In progress.
	Road from Randha to Ghatghar ...	.....		8	0	8	0	.....	.....	Do.
	Total, Ahmednagar District ...	73	0	18	0	91	0	.....	.....	
	TOTAL, CENTRAL DIVISION ...	295	1,760	18	2,640	313	4,400	.....	.....	
	SOUTHERN DIVISION.									
	(5).—*Village or cleared roads.*									
Dhárwár ...	Anmode-Hemadgi road ...	6	0	.....		6	0	Unknown ...	1,134	A short length in miles Nos. 38 and 39 is metalled. Drains are not built on this road.
	Road from Hubli to the river Málprabha at Konur	47	0	.....		47	0	Do. ...	5,976	A short length of 1½ miles metalled from Dandur Station and Hetsur village and also from Hubli to Kusugal, a distance of 6¼ miles.
	Total, Dhárwár District ...	53	0	.....		53	0	.....	.....	
Kánara... ...	Road from Yellápur to Haliyál ...	27	0	.....		27	0	2,017	7,651	
	Kundal Ghát approach... ...	9	0	.....		9	0	Unknown ...	541	
	Dhokarpa Ghát approach ...	7	2,640	.....		7	2,640	Do. ...	304	
	Kuvesbi Ghát approach ...	11	0	.....		11	0	Do. ...	323	
	Diggy Ghát approach	20	2,640	.....		20	2,640	Do. ...	1,749	
	Road from Karka to Samzoda *viâ* Dandeli and Poteli	19	0	.....		19	0	Do. ...	546	
	Road from Yellápur to Ganeshgudi and Barboli	19	0	.....		19	0	Do. ...	1,046	
	Total, Kánara District ...	113	0	.....		113	0	.....	.....	
	TOTAL, SOUTHERN DIVISION ...	166	0	.....		166	0	.....	.....	
	Carried over ...	3,526	4,165	113	3,960	3,640	2,845	.....	.....	

Executive charges.	Classification and names of roads.	Length in miles.						Average total cost per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Completed.		In progress.		Total.				
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought over ..	3,526	4,165	113	3,960	3,640	2,845	.....	.....	
	PROVINCIAL—*continued.*									
	ROADS IN CHARGE OF PUBLIC WORKS DEPARTMENT—*concld.*									
	CENTRAL DIVISION.									
	(5).—*Village or cleared roads* —concluded.									
Ahmednagar ...	Track over the Massa, Ambit and Panchnai Ghâts	16	0	.....		16	0	706	321	Road partly constructed from Provincial and partly from Local Funds, Repairs commenced from 1889-90.
	Total, Ahmednagar District ...	16	0	.....		16	0	.....	.....	
Khándesh ..	Dhulia-Surat road from Sakri to Pakhari	50	0	.....		50	0	.....	2,128*	* Average for 3 years.
	Total, Khándesh District ...	50	0	.....		50	0	.....	.....	
Násik	Road from Karanjalé to Harsul ...	18	0	.....		18	0	Unknown ...	895	
	Nanasighát road	3	3,960	.....		3	3,960	6,580	470	
	Total, Násik District ...	21	3,960	.....		21	3,960	6,580	.....	
	TOTAL, CENTRAL DIVISION ...	87	3,960	.....		87	3,960	.....	.....	
	GRAND TOTAL, PROVINCIAL ...	3,614	2,845	113	3,960	3,728	1,525	.....	.....	

ABSTRACT.

	I.—ROADS, METALLED, BRIDGED AND DRAINED THROUGHOUT.				II. ROADS, METALLED AND DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.				III.—MURAM ROADS, BRIDGED AND DRAINED THROUGHOUT.	
	Imperial.		Provincial.		Imperial.		Provincial.		Imperial.	
	Length in miles.		Length in miles.		Length in miles.		Length in miles.		Length in miles.	
	Completed.	In progress.	Completed.	In progress.	Completed.	In progress.	Completed.	In progress.	Completed.	In progress.
	M. ft.	M. ft.	M. ft.	M. ft.	M. ft.	M. ft.	M. ft.	M. ft.	M. ft.	M. ft.
Northern Division	24 2,840	....	78 3,839	23 2,640	....	....	68 0	....	2 2,810	....
Southern Division	28 5,060	....	833 497	....	....	....	143 1,320	....	....	....
Aden District	17 0	....	....	....	....	....	....	....	....	....
Central Division	....	....	208 3,432	....	....	....	504 3,960	....	....	....
Sind Division	....	....	....	....	....	....	2 1,940	....	....	....
Total ..	70 2,629	....	1,120 2,488	23 2,640	....	....	718 1,940	....	2 2,810	....

	III.—MURAM ROADS, BRIDGED AND DRAINED THROUGHOUT—*continued.*		IV.—MURAM ROADS, DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.				V.—VILLAGE OR CLEARED ROADS.			
	Provincial.		Imperial.		Provincial.		Imperial.		Provincial.	
	Length in miles.		Length in miles.		Length in miles.		Length in miles.		Length in miles.	
	Completed.	In progress.	Completed.	In progress.	Completed.	In progress.	Completed.	In progress.	Completed.	In progress.
	M. ft.	M. ft.	M. ft.	M. ft.	M. ft.	M. ft.	M. ft.	M. ft.	M. ft.	M. ft.
Northern Division	16 2,640	....	....	....	42 2,640	25 0	....	....	....	....
Southern Division	324 5,264	46 3,960	....	....	763 3,273	....	....	....	166 0	....
Aden District	....	....	....	....	....	....	....	....	....	....
Central Division	79 0	....	5 4,435	....	295 1,760	18 2,640	....	....	87 3,960	....
Sind Division	....	....	....	....	....	....	....	....	....	....
Total ..	420 2,624	46 3,960	5 4,435	....	1,101 2,393	43 2,640	....	....	253 3,960	....

	Length in miles.							
	Completed.		In progress.		Total.		Grand Total.	
	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.
Imperial Roads I, III & IV	78	4,594	.....		78	4,594	78	4,594
Provincial Roads I, II, III, IV & V ...	3,614	2,845	113	3,960	3,728	1,525	3,728	1,525

W. C. HUGHES,

Secretary to Government, Public Works Department.

Statement showing the Cost and Progress of LOCAL FUND ROADS maintained by the Public Works Agency in the Bombay Presidency for the year 1889-90.

Executive Districts.	Classification and names of roads.	Length in miles. Completed.	In progress.	Total.	Average total cost per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
	I.—*Roads metalled, bridged and drained throughout.*	Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
Ahmedabad ...	Road from Bávla to near the Sábarmati Railway Station *viâ* Ahmedabad	24 0	.....	24 0	4,814	9,160	Constructed from Bavla to Ahmedabad from Imperial Funds and the remaining portion from Local Funds.
	Road from Sárkhej to Sánand ...	9 0	.....	9 0	7,572	3,547	
	Road from Sánand to Sánand Railway Station	2 2,640	.....	2 2,640	8,857	1,061	
	Road from Ahmedabad to Báreja ...	.....	11 0	11 0	10,511	.....	In progress.
	Total, Ahmedabad District ...	35 2,640	11 0	46 2,640	.....	.....	
Kaira and Panch Mahâls.	Road from Kaira to Mehmadabad, including a branch to the Collector's bungalow at Kaira *viâ* Camp ...	11 660	.....	11 660	8,152	*4,060	
	Road from Kaira to Sábarmati river, including a branch to Naika from Vásna	14 3,960	.....	14 3,960	6,008	*5,683	
	Road from Vásad to Borsad ...	11 660	.....	11 660	11,016	*5,119	
	Road from Anand to Petlád ...	3 2,640	.....	3 2,640	6,793	*795	The total length of the road in the British territory is 3½ miles, of which 1¼ miles are metalled with stone metal and the remaining are embanked and bridged.
	Road from Nadiád to Kapadvanj ...	27 0	.....	27 0	12,801	*4,481	11 miles are metalled with kunker as well as covered with a layer of stone metal and the remaining are embanked and bridged only.
	Road from Dákor to Kapadvanj ...	20 0	.....	20 0	6,766	*6,108	
	Road from Bárejadi Railway Station to Naika	14 1,320	.....	14 1,320	6,828	*5,376	
	Road from Limkheda to Jhálod ...	25 0	.....	25 0	5,748	*6,194	
	Road from Godhra to Dohad, including a branch to Bária from Ashadi.	53 0	.....	53 0	12,514	*17,799	Constructed from Provincial Incorporated Local and Baria State Funds, and now repaired from Incorporated Local and Baria State Funds.
	Carried over ...	179 3,960	.....	179 3,960	.....	.....	
		35 2,640	11 0	46 2,640	.....	.....	*To end of 1888-89.

Executive Districts.	Classification and names of roads.	Length in Miles.						Average total cost per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Completed.		In progress.		Total.				
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward ..	35	2,640	11	0	46	2,640	.....	.....	
	I.—*Roads metalled, bridged and drained throughout*—continued.	179	3,960	.....		179	3,960			
Kaira and Panch Mahals—*continued.*	Road from Nadiád to Wásná, including branches to Shedhi Bridge near Kaira *viâ* Ratanpur from Mátar and Saudhán	18	2,640	.....		18	2,640	5,842	*4,742	*To end of 1888-89.
	Total, Kaira District ...	198	1,320	.....		198	1,320	.....	.....	
Surat and Broach.	Road from Billimora to Chikhli (in British Territory)	2	2,640	.....		2	2,640	10,205	1,000	
	Road from Ankleshvar to Hánsot, Broach Collectorate	13	2,640	.....		13	2,640	16,135	4,167	
	Road from Ankleshvar to Bari Batha, Broach Collectorate ...	3	0	.....		3	0	10,715	900	
	Total, Surat and Broach Districts ...	19	0	.....		19	0	.....	.....	
Thána	Road from Sanján Railway Station to Sanján Bandar	2	2,640	.....		2	2,640	Unknown ...	.....	
	Road from Virár to Agáshi	3	2,640	.....		3	2,640	17,302	858	
	Road from Bándra to Ghodbandar	18	1,320	.....		18	1,320	Unknown ...	8,000	
	Road from Kandiwli to Bándra, Ghodbandar	0	2,800	.....		0	2,800	.....	231	
	Road from Málád to Bándra, Ghodbandar road	0	3,960	.....		0	3,960	.....	.....	
	Road from Chinchavli to Bándra, Ghodbandar road	0	1,600	.....		0	1,600	.....	.....	
	Road from Goregaon Railway Station to Bándra, Ghodbandar road.	0	1,690	.....		0	1,690	3,568	.....	

	Road from Kondivtey to Kurla, Versáva road	0	2,100	.....		0	2,100	Unknown ...	.....
	Road from Saki to Vehár	3	0	.....		3	0	Do. ...	510
	Do. from Sion to Trombay ...	6	0	.....		6	0	Do. ...	1,975
	Do. from Vadávli to Sion, Trombay	0	2,800	.....		0	2,800	Do. ...	.....
	Do. from Maroli to Ghátcooper ...	1	4,320	.....		1	4,320	Do. ...	300
	Bhandúp Station road	0	1,000	.....		0	1,000	Do. ...	.....
	Road from Bhiwndi to Kom ...	5	0	.....		5	0	Do. ...	.....
	Total, Thána District ...	43	470	.....		43	470	.....	.....
	TOTAL, NORTHERN DIVISION ...	295	4,430	11	0	306	4,430	.....	.....
Belgaum ...	Bágevádi-Saundatti Road—								
	(*a*) Improving portion from Bágevádi to Bailhongal.	14	0	1	2,640	15	2,640	.....	2,309
	(*b*) Do. Bailhongal to Saundatti	18	2,640	.....		18	2,640	.....	
	Total, Belgaum District ...	32	2,640	1	2,640	34	0	.....	.....
Sátára	Wái-Wathar road	18	0	.....		18	0	7,103	6,660
	Sátára-Padli road	10	0	.....		10	0	9,309	3,745
	Wái-Panchvád road...	8	0	.....		8	0	1,925	1,652
	Sátára-Shendra road	4	0	.....		4	0	3,101	1,122
	Total, Sátára District ...	40	0	.....		40	0	.....	.....
	TOTAL, SOUTHERN DIVISION ...	72	2,640	1	2,640	74	0	.....	.....
Poona ...	Road from Junnar to Náráyangaon .	9	0	.....		9	0	.....	1,173
	Total, Poona District ...	9	0	.....		9	0	.....	.....
Khándesh ...	Sávda-Gatha road	3	0	.....		3	0	9,649	1,540
	Total, Khándesh District ...	3	0	.....		3	0	.....	.....
	TOTAL, CENTRAL DIVISION ...	12	0	.....		12	0	.....	.....
	Carried over ...	380	1,790	12	2,640	392	4,430	.....	.....

Executive Districts.	Classification and names of roads.	Length in miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total cost per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
	Brought forward ...	380	1,790	12	2,640	392	4,430	.....	.....	
	II.—*Roads metalled and drained throughout, but the large rivers not bridged.*									
Ahmedabad ...	Road from Dhandhuka to Gogo (Portion in British Territory) ...	34	0	.....		34	0	* 18,980	3,412	*This includes the cost of improvements lately sanctioned by District Local Board for a portion of road 6 miles in length from Dhandhuka to Tagdi.
	Road from Dhandhuka to Ránpur ...	18	0	.....		18	0	4,860	2,777	Constructed from Imperial Funds, but now repaired from Local Funds.
	Portion of road from Ahmedabad to Dholka	6	0	2	0	8	0	5,859	†3,769	†Average for 1 year only.
	Total, Ahmedabad District ..	58	0	2	0	60	0	.....	.....	
Surat and Broach	Road from Broach to Jambusar ...	29	0	.....		29	0	18,711	5,021	
	Total, Surat and Broach Districts ...	29	0	.....		29	0	.....	.. ...	
	Total, Northern Division ...	87	0	2	0	89	0	.....	.....	
Bijápur ...	Road from Hungund to Ilkal ..	.....		8	0	8	0	3,278	.....	Large Nullas are provided with Irish bridges, *i e.* Dips.
	Guledgud-Katigeri road	6	2,640	.....		6	2,640	4,504	‡990	‡Average for 2 years.
	Total, Bijápur District ...	6	2,640	8	0	14	2,640	.....	.....	
	Total, Southern Division ...	6	2,640	8	0	14	2,640	.. ...	.....	

Poona ...	Road from Poona to Páud ..	17	2,640	.....		17	2,640	Unknown ...	2,897	
	Road from Poona to Singhar Fort...	13	0	.....		13	0	Ditto ...	1,920	
	Total, Poona District ...	30	2,640	.....		30	2,640	.....	.....	
	TOTAL, CENTRAL DIVISION ...	30	2,640	.....		30	2,640	.....	.....	
	III.—*Murum roads, bridged and drained throughout.*									
Kaira and Panch Maháls ...	Road from Godhra to Khakhria ..	22	2,640	.....		22	2,640	9,894	*1,199	*To end of 1888-89.
	Road from Kákal to Jambughoda ...	27	0	.....		27	0	971	*890	*To end of 1888-89.
	Total, Kaira & Panch Maháls District.	49	2,640	.....		49	2,640	.....	.....	
Surat and Broach	Road from Bulsár to Dharampur ...	15	1,320	.....		15	1,320	5,545	2,500	
	Road from Majura gate to Bhurthana in Chowrasi Táluka ...	.....		1	2,640	1	2,640	2,600	270	
	Total, Surat and Broach Districts ...	15	1,320	1	2,640	16	3,960	.....	.....	
Thána	Road from Wewji to Umbargaon ...	3	1,320	.....		3	1,320	1,516	500	
	Road from Dáhánu Railway Station to Powda Creek	1	1,320	.....		1	1,320	Unknown ...	207	
	Road from Boisur to Tárápur and Chinchni...	7	2,640	.....		7	2,640	20,566	1,499	
	Road from Máhím to Wáda ...	15	0	19	0	34	0	2,922	2,978	Under construction, 15 miles completed.
	Road from Pápdi to Khárághoda ...	5	1,320	.....		5	1,320	13,687	1,190	
	Road from Borovli to Gorai ...	2	0	2	2,640	4	2,640	3,546	.....	In progress.
	Road from Kurla to Versava ...	6	2,640	.....		6	2,640	Unknown.	1,466	
	Road from Kurla to Kule Kalyán ...	0	1,600	.....		0	1,600	Do.	.....	
	Road from Ghátkopar to Mahul ...	6	2,640	.....		6	2,640	Do.	758	
	Povai road	1	2,520	.....		1	2,520	Do.	1,600	
	Pokhrun road	4	1,320	.....		4	1,320	Do.	503	
	Road from Bhiwndi to Váda, 1st and 2nd Sections	25	0	.....		25	0	5,844	7,000	Metalling in progress.
	Road from Chowk to Karjat ...	6	0	.....		6	0	11,491	.....	
	Road from Kalyán to Malsej Ghát...	35	0	.....		35	0	6,338	12,000	
	Total, Thána District ...	119	1,480	21	2,640	140	4,120	.....	.....	
	TOTAL, NORTHERN DIVISION ...	184	160	23	0	207	160	.....	.....	
	Carried over ...	688	1,950	45	2,640	733	4,590	.....	.....	

Executive Districts.	Classification and names of roads.	Length in miles. Completed.		In progress.		Total.		Average total cost per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought over ...	688	1,950	45	2,640	733	4,590	.....	.....	
	III.—*Muram roads bridged and drained throughout*—continued.									
Dhárwár ...	Navalgund-Annigeri road ...	8	0	3	2,640	11	2,640	8,950	1,551	The road is being metalled.
	Dhárwár-Haliyál road... ...	17	556	.....		17	556	1,285	2,360	
	Total, Dhárwár District ...	25	556	3	2,640	28	3,196	.....	.....	
Ratnágiri and Kolába	Road from Alíbág to Rewas ...	15	0	.....		15	0	10,033	2,217	
	Road from Roha to Kolad	7	1,320	.....		7	1,320	Unknown.	969	
	Road over Mutholi Khind (section of Indápur and Tale road) ...	2	1,320	.....		2	1,320	7,585	448	The road was completed in 1884-85, and the average annual cost of maintenance given is for the last four years.
	Portion of Pen-Panvel road between Dusviferd and Kalhe Khind ...	3	2,640	.....		3	2,640	4,856	469	Do. do.
	Road from Mahad to Nate ...	4	2,640	.....		4	2,640	555	553	
	Road from Uran to Karanjia ..	4	0	.....		4	0	Unknown.	595	
	Total, Ratnágiri and Kolába Districts.	36	2,640	.....		36	2,640	.....	.....	
	TOTAL, SOUTHERN DIVISION ...	61	3,196	3	2,640	65	556	.....	.....	
	Road from the village of Belwandi to the Belvandi Railway Station ..	3	1,320	.....		3	1,320	4,940	*240	*Average for four years.
	Road from Shrígonda to the Pimpri Railway Station	4	2,640	.....		4	2,640	2,453	666	
	Road from the Pimpri Railway Station to Mádha-Vadgaon on the Dhond road	3	1,320	.....		3	1,320	1,646	167	Average for four years.
	Road from Khadke on Nagar Toka road to Belapur Railway Station *vid* Nevasa	24	0	.....		24	0	6,563	500	Cost of maintenance for one year only.

Ahmednagar—	Road from the town of Belápur to the Belápur Railway Station ...	4	0	.....	4	0	3,829	448	Do.	do.
	Road from Loni on the Kolhar-Bari road to the Railway Station at Belápur	14	0	.....	14	0	3,574	756	Do.	do.
	Road from Rahatta on the Nagar-Málegon road to the Railway Station at Chitale	10	0	.....	10	0	4,405	1,046	Do.	do.
	Road from Kopargaon on the Nagar-Málegaon road to the Railway Station at Signapur (Kopargaon Railway Station)	2	1,320	.....	2	1,320	4,965	399	Do.	do.
	Ráhuri feeder roads (comprising road from Ráhuri to the Ráhuri Railway Station, road connecting the Nagar-Málegaon road and Ráhuri feeder road, and road connecting the Ráhuri feeder road and the dharmshála at the Ráhuri Railway Station).	3	0	.....	3	0	3,545	663	Average for three years.	
	Road connecting the Vámbori Railway Station and the Nagar-Málegaon road in the 17th mile ...	2	0	.....	2	0	700	94	Do.	do.
	Road from the town of Vámbori to the Vámbori Railway Station ...	3	0	.....	3	0	6,855	297	Average for two years only.	
	Road from Tisgaon on the Nagar-Shevgaon road to the village of Páthardi	7	2,640	.....	7	2,640	3,020	298	Cost of maintenance for one year only.	
	Road from Kolhar on the Nagar-Málegaon road to the Bári Ghát ...	64	0	.....	64	0	Unknown ...	7,796		
	Road from Nagar to Babulgaon and thence to Takle-Khándeshwar on the Kharda-Shrígonda road ...	40	0	.....	40	0	.....	3,898		
	Road from Supa on the Nagar-Sirúr road to Pimpalgaon Dapa ...	42	0	.....	42	0	.....	3,116		
	Road from Nagar to Shevgaon on the Nagar-Paithan road *viâ* Tisgaon	40	0	... ...	40	0	.....	3,328		
	Road from Chincholi on the Kharda-Shrígonda road to Karjat ...	7	0	.....	7	0	.....	647	Average for two years.	
	Carried over ...	273	3,960	.....	273	3,960	.....	.....		
		749	5,146	49 0	798	5,146	.....	.....		

Executive Districts.	Classification and names of roads.	Length in miles. Completed.		In progress.		Total.		Average total cost per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward ...	749	5,146	49	0	798	5,146	.....	.....	
		273	3,960	.....		273	3,960	.....	.....	
	III.—*Muram roads, bridged and drained throughout*—continued.									
Ahmednagar—*concluded.*	Road from Nagar to A'tvád on Nagar-Jámkhed road	16	0	.....		16	0	.....	2,136	
	Road from Párner to Chincholi ...	6	0	.....		6	0	.....	444	
	Road from Kharda to Shrígonda (up to Khadkat)	30	0	.....		30	0	.....	6,491	
	Road from Supa on the Nagar-Sirúr road to the Railway Station at Sárola	7	0	.....		7	0	...	369	
	Road from Shendi on the Nagar-Paithan road to the village of Vámbori	8	0	.....		8	0	.....	684	
	Moho-Ghát road	1	0	.....		1	0	.....	756	
	Road to connect the town with the Pravara ferry and the District Bungalow at Belápur... ...	1	0	.....		1	0	1,440	.....	
	Total, Ahmednagar District ...	342	3,960	.....		342	3,960	.....	.....	
Sholápur ...	Road from Jeur to Karmála ...	11	0	.....		11	0	4,917	1,320	
	Total, Sholápur District ...	11	0	.....		11	0	4,917	1,320	
	Total, Central Division ...	353	3,960	.....		353	3,960	.....	.....	

	IV.—*Muram roads trained throughout, but the large rivers not bridged.*								
Kaira and Panch Mahals.	Road from Godhra to Shera ...	.....		14	0	14	0	3,603	*638	To end of 1888-89.
	Road fron Oorwáda *vid* Morwa to Sunth Frontier	.....		20	0	20	0	3,619	*948	To end of 1888-89.
	Total, Kaira and Panch Mahals District ...	.....		34	0	34	0	.....	.....	
Thána ...	Road from Nirmal to Girinj ...	1	920	.....		1	920	1,703	200	
	Do. Bháyndar to Utan ...	2	0	2	2,640	4	2,640	5,204	.....	In progress.
	Do. Málád to Merwa ...	1	0	2	2,640	3	2,640	6,427	.....	In progress.
	Do. Govindi to Sion, Trombay.	3	0	.....		3	0	Unknown ...	145	Do.
	Do. Bhándup to Vehár ...	2	2,640	.....		2	2,640	Do. ...	258	
	Do. Thána to Ghodbandar ...	7	1,320	.....		7	1,320	Do. ...	1,900	
	Do. Kulwa to Belápur ...	5	0	10	0	15	0	2,541	.....	Do.
	Total, Thána District ..	21	4,880	15	0	36	4,880	.....	.....	
	TOTAL, NORTHERN DIVISION ...	21	4,880	49	0	70	4,880	.....	.....	
Belgaum ...	Road from Athni to Kágvad ...	24	0	.....		24	0	Unknown ...	1,417	
	Road from Gotur to Tásgaon ...	47	0	.....		47	0	Do.	2,529	
	Total, Belgaum District ...	71	0	.....		71	0	.....	.....	
Bijápur ...	Muddebihál-Almatti road	19	2,640	.....		19	2,640	4,372	*2,951	*Average for two years.
	Bágalkot-Hungund road	27	2,640	.....		27	2,640	2,437	*3,967	*Average for two years.
	Road from Indi to Indi Road Station	3	2,640	.....		3	2,640	3,448	*585	*Average for two years.
	Bijápur-Sindgi road...	35	2,640	.....		35	2,640	Unknown ...	3,589	*Average for two years.
	Total, Bijápur District ...	86	0	.....		86	0	.....	.....	
	Carried over ...	157	0	... ..		157	0	.....	.....	
		1,125	3,426	98	.0	1,223	3,426	.....	.....	

Executive Districts.	Classification and names of roads.	Length in miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total cost per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
	Brought forward ...	1,125	3,426	98	0	1,223	3,426	Rs.	Rs.	
		157	0	.....		157	0	.....	.....	
	IV.—*Muram roads drained throughout, but the large rivers not bridged*—continued.									
Dhárwár ...	Masur-Mundargi road	43	2,640	.....		43	2,640	Unknown ...	3,927	
	Pálla-Bádámi road	78	0	.....		78	0	Do. ...	4,799	The first section of this road from Yelvigi to Bankápur is in process of being metalled, bridged and drained.
	Tadas-Gundi road	34	2,640	.....		34	2,640	Do. ...	3,548	The road is partially provided with masonry drains and one large river is bridged.
	Harihar-Samasgi road	51	1,320	.....		51	1,320	Do. ...	5,112	The road is partially provided with masonry drains.
	Byádgi-Havasbhávi road	10	3,960	.....		10	3,960	2,240	1,292	
	Dhárwár-Saundatti road	13	1,425	.....		13	1,425	Unknown ...	1,235	The whole length of this road is partially metalled except miles Nos. 11 and 13.
	Total, Dhárwár District ...	231	1,425	.....		231	1,425	.....	.....	
Sátára	Sátára-Pandharpur road (within the limits of the Sátára District) ...	60	0	.....		60	0	1,277	9,055	Partly metalled. Not fully drained throughout.
	Sátára-Lonand (portion of the old Sátára-Poona road from Waduth to Nira River)	27	0	.....		27	0	753	4,568	In process of being metalled.
	Sátára-Tásgaon road	64	0	.....		64	0	722	5,110	
	Malhárpeth-Pandharpur road (within the limits of the Sátára District)...	54	0	.....		54	0	879	5,956	
	Karád-Tásgaon road...	35	0	.....		35	0	2,345	4,530	
	Peth-Sángli road	20	0	.....		20	0	4,795	3,451	Do. do.
	Pusegaon-Vadúj road	4	0	8	0	12	0	2,571	.....	
	Total, Sátára District ...	264	0	8	0	272	0	.....	.....	
	Total, Southern Division ...	652	1,425	8	0	660	1,425	.....	.....	

Sholápur ...	Road from Bársi Road Station to Pandharpur	30	0	.....	30	0	3,706	6,000
	Road from Pandharpur to Janoni ...	41	0	.....	41	0	1,220	4,920
	Total, Sholápur District ...	71	0	.....	71	0	4,926	10,920
Poona ...	Road from Talegaon to Railway Station	1	1,320	.....	1	1,320	1,776	143
	Road from Harapsar to Níra Bridge (old Sátára road)	30	4,224	.....	30	4,224	3,483	4,910
	Road from Vadgaon to Shikrápur ...	33	0	.....	33	0	2,586	4,566
	Road from Kárli Railway Station to Bombay Mail road...	1	2,640	.....	1	2,640	691	150
	Road from Pátas to Pátas Railway Station	3	1,320	.....	3	1,320	Unknown ...	399
	Road from Bárámati to Khanowta ..	21	0	.....	21	0	Ditto ...	1,973
	Road from Níra Bridge to Sirúr ...	55	3,960	.....	55	3,960	Ditto ...	5,057
	Road from Khed to Pábal	12	0	.....	12	0	589	1,196
	Road from Khed to Váda	14	0	.....	14	0	1,146	1,873
	Road from Poona to A'landi ...	9	0	.....	9	0	Unknown ...	1,355
	Road from Munchar to Ghoda ...	8	0	.....	8	0	763	1,355
	Road from Junnar to Rájur ...	6	0	.....	6	0	.....	753
	Road from Diksál Railway Station to join Sholápur road	1	1,320	.....	1	1,320	315	196
	Road from Lonávli to foot of Sákarpathár	3	0	.....	3	0	Unknown ...	123
	Road from Yewat Railway Station to join Sholápur road	1	1,320	.....	1	1,320	475	60
	Road from Loni to Chandgaon ...	4	0	.....	4	0	Unknown ...	200
	Road from Chinchvad to Railway Station	1	1,320	.....	1	1,320	Ditto ...	140
	Road from foot of Sákarpathár to Bhorkas	8	2,640	.....	8	2,640	Ditto ...	329
	Road from Loni to Pábal	15	0	.....	15	0	Ditto ...	903
	Road from Indápur to Bárámati ...	31	0	.....	31	0	228	2,832
	Total, Poona District ...	260	4,224	.....	260	4,224	.....	.....
	Carried over ...	331	4,224	.....	331	4,224	.....	.....
		1,777	4,851	106 0	1,883	4,851	.....	.....

Executive Districts.	Classification and names of roads.	Length in miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total cost per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
								Rs.	Rs.	
	Brought forward ...	1,777	4,851	106	0	1,883	4,851	.....	.....	
	IV.—*Muram roads drained throughout, but the large rivers not bridged*—continued.	331	4,224	.....		331	4,224	.....	.....	
Násik ...	Násik-Dindori and Kalvan road ...	44	0	.....		44	0	4,171	4,998	
	Khándesh and Nizám's Frontier road.	82	0	.....		82	0	Unknown ...	6,544	
	Satána-Málegaon road	23	0	.....		23	0	Ditto ...	2,503	
	Násik-Trimbak road...	18	0	.....		18	0	Ditto ...	2,963	
	Násik-Wághera road	22	0	.....		22	0	Ditto ...	2,968	
	Ghoti-Bárighát road (from Ubhada to Baírghát)	11	2,640	.....		11	2,640	Ditto ...	1,677	
	Total, Násik District ...	200	2,640	.....		200	2,640	.....	.....	
Khándesh ...	Station Roads at Dhulia	8	0	.....		8	0	Unknown ...	861	1st section 2 miles in length was constructed from Local Funds. The whole road (Bhusával to Yáwal) 11 miles in length, is being repaired from Local Funds.
	Bhusával-Tápti road...	2	0	.....		2	0	1,277	889	
	Neri-Jámner road	9	0	.....		9	0	Unknown ...	(a) 1,166	(a) Average of two years.
	Chálisgaon-Outram Ghát road ...	12	2,640	.....		12	2,640	19,372	3,462	
	Dhulia-Amalner road, 1st section, from Fagne to Chopdai	7	0	.....		7	0	4,958	805	Cost of maintenance for 1889-90.
	Dondaicha-Shahada road	7	0	10	0	17	0	4,277	1,518	Do. do.
	Máheji Station road...	2	2,640	.....		2	2,640	Unknown ...	(b) 556	(b) Average of four years.
	Erandol-Tápti road	18	2,640	.....		18	2,640	Ditto ...	2,698	
	Jalgaon-Neri road	14	0	.....		14	0	Ditto ...	2,691	
	Jalgaon-Dharangaon road	20	0	.....		20	0	4,939	3,723	
	Kajgaon-Párola road	22	0	.....		22	0	6,004	3,637	
	Mhasawad-Dhulia road	46	0	.....		46	0	Unknown ..	8,072	Portion from Dhulia to Fagna (4½ miles) in process of being mettalled.
	Nasirabad-Bhádli road	1	2,640	.....		1	2,640	4,018	(c) 391	(c) Average of four years.
	Páchora-Bhadgaon road	8	2,640	.....		8	2,640	2,385	1,505	
	Songhir-Nandurbár road	45	0	.....		45	0	4,671	12,332	
	Sákri-Pimpalner road	13	2,640	.....		13	2,640	5,954	2,643	
	Bhadgaon-Talwada road	9	0	.....		9	0	Unknown ...	(d) 1,545	(d) Average of three years.

	Cross road at Chálisgaon	1	0	.....		1	0	Do.	(e) 132	(e) Do. of three years.	
	Chálisgaon Station road	1	0	.....		1	0	Do.	(f) 118	(f) Do. of three years.	
	Total, Khándesh District ...	248	0	10	0	258	0	.....	.....		
	TOTAL, CENTRAL DIVISION ...	780	1,584	10	0	790	1,584	.....	.....		
	V.—*Village or cleared roads.*										
Ahmedabad ...	Road from Ahmedabad to Hársol ...	38	0	.....		38	0	2,609	2,256		
	Road from Viramgám to Hansalpur.	2	0	.....		2	0	1,016	.....		
	Total, Ahmedabad District ...	40	0	.....		40	0	.....	.....		
Kaira and Panch Mahals.	Road from Godhra to Páli	16	0	.....		16	0	182	*155	* To end of 1888-89.	
	Road from Páli to Bálásinor ...	8	1,320	.....		8	1,320	1,247	*407		
	Total, Kaira and Panch Mahals Districts ...	24	1,320	.....		24	1,320	.....	.....		
	TOTAL, NORTHERN DIVISION ...	64	1,320	.....		64	1,320	.....	.....		
Belgaum ...	Road from Sánkeshvar to Hukeri ...	9	0	.....		9	0	Unknown ...	394		
	Road from Arbhavi to Lokápur ...	28	0	.....		28	0	Do. ...	1,053		
	Road from Arbhavi to Nargund ...	49	0	.....		49	0	Do. ...	738		
	Total, Belgaum District ...	86	0	.....		86	0	.....	.....		
Dhárwár ...	Dhárwar-Taras road	19	2,640	.....		19	2,640	Unknown ...	2,851		
	Taras-Kargod road	15	1,320	.....		15	1,320	Do. ...	1,512		
	Navalgund-Ron road	28	0	.....		28	0	Do. ...	3,167		
	Total, Dhárwár District ...	62	3,960	.....		62	3,960	.....	.....		
Kánara ...	Road from Aminhalli to Kumta *viâ* Nilkund Ghát	32	0	.....		32	0	Unknown ...	2,354		
	Road from Yellápur to Kodkani *viâ* Sirsi	63	0	.....		63	0	Do. ...	4,099		
	Total, Kánara District ...	95	0	.....		95	0	.....	.....		
	Carried over ...	243	3,960	.....		243	3,960	.....	.....		
		2,622	2,475	116	0	2,738	2,475	.....	.....		

Executive Districts.	Classification and names of roads.	Length in miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total cost per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
	Brought over ...	2,622	2,475	116	0	2,738	2,475	.....	.....	
		243	3,960	.....		243	3,960	.....	.....	
	V.—*Village or cleared roads* —continued.									
Sátára	Tásgaon-Pingli road	45	0	.....		45	0	348	2,559	
	Total, Sátára District ...	45	0	.....		45	0	.....	.....	
	Total, Southern Division ...	288	3,960	.....		288	3,960	.....	.....	
Poona ...	Road from Náráyanpur to Kapurwhol.	7	2,692	.....		7	2,692	782	837	
	Total, Poona District ...	7	2,692	.....		7	2,692	.....	.....	
Násik	Road from foot of Nanasighat to Haste	6	0	.....		6	0	489	519	
	Road from Haste to Burch ...	5	0	5	0	10	0	5,079	.....	
	Road from Harsul to Goldadi ...	10	0	.....		10	0	946	746	
	Roads in and about Násik —									
	(1) Cross road near Collector's bungalow	1	2,640	.....		1	2,640	Unknown ...	239	
	(2). Cross road near Collector's bungalow at Sháranpur-Shelbari Ghát road	3	0	.....		3	0	Do. ...	350	
	Charaibari Ghát road	1	0	.....		1	0	Do. ...	234	
	Total, Násik District ...	26	2,640	5	0	31	2,640	.....	.....	

Ahmednagar	Road from Atvad to Jámkhed ...	31	0	.....	31	0	.....	1,992	Average for two years.
	Road from Arangaon on the Nagar-Dhond road to Walki	3	0	.....	3	0	.....	100	Average for four years.
	Road from Párner to Pakli *viâ* Jamgaon...	14	0	.....	14	0	.....	398	
	Road from Thugaon on the Kolhar-Barí road to Kotul	11	0	.....	11	0	.....	664	Average for three years only.
	Road from Handi-Nimbgaon to Nevasa	6	0	.....	6	0	.....	130	Cost of repairs for 1889-90.
	Road from Kopargaon to Sangamner.	26	0	.....	26	0	.....	671	Average for two years.
	Taharabad Ghát road	1	0	.....	1	0	.....	388	Do. for three years.
	Panodi Ghat road	1	1,320	.....	1	1,320	.....	987	Do. do.
	Loni-Sinnar road	24	0	.....	24	0	.....	837	Expended on repairs during 1888-89.
	Ráhuri to Belápur road	12	0	.....	12	0	.....	220	Do. do. 1886-87.
	Kopargaon-Ranjangaon road ...	10	0	.....	10	0	.....	613	Do. do. do.
	Road from Puntamba to Kopargaon .	11	0	.....	11	0	.....	‡221	‡Average for three years.
	Shrígonda-Pargaon road	3	0	.....	3	0	.....	175	Average for two years.
	Nagar-Aurangábád to Toka-Belápur road...	2	0	.....	2	0	262	.....	
	Total, Ahmednagar District ...	155	1,320	.....	155	1,320	.....	.....	
	TOTAL, CENTRAL DIVISION ...	189	1,372	5 0	194	1,372	.....	.....	
	GRAND TOTAL FOR LOCAL ROADS ...	3,100	2,527	121 0	3,221	2,527	.....	.....	

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ABSTRACT.

Classification and names of roads.	Length in miles.						Remarks.
	Completed.		In progress.		Total.		
	Ms.	ft.	Ms.	ft.	Ms.	ft.	
I.—*Roads metalled, bridged and drained throughout.*							
Northern Division	295	4,430	11	0	306	4,430	
Southern do.	72	2,640	1	2,640	74	0	
Central do.	12	0	.....		12	0	
Total ...	380	1,790	12	2,640	392	4,430	
II.—*Roads metalled and drained throughout, but the large rivers not bridged.*							
Northern Division	87	0	2	0	89	0	
Southern do.	6	2,640	8	0	14	2,640	
Central do.	30	2,640	.....		30	2,640	
Total ...	124	0	10	0	134	0	
III.—*Muram roads bridged and drained throughout.*							
Northern Division	184	160	23	0	207	160	
Southern do.	61	3,196	3	2,640	65	556	
Central do	353	3,960	.....		353	3,960	
Total ...	599	2,036	26	2,640	625	4,676	
IV.—*Muram roads drained throughout but the large rivers not bridged.*							
Northern Division	21	4,880	49	0	70	4,880	
Southern do.	652	1,425	8	0	660	1,425	
Central do.	780	1,584	10	0	790	1,584	
Total ...	1,454	2,609	67	0	1,521	2,609	
V.—*Village or cleared roads.*							
Northern Division	64	1,320	.....		64	1,320	
Southern do.	288	3,960	.....		288	3,960	
Central do.	189	1,372	5	0	194	1,372	
Total ...	542	1,372	5	0	547	1,372	
Grand Total for I, II, III, IV and V.	3,100	2,527	121	0	3,221	2,527	

W. C. HUGHES,
Secretary to Government, Public Works Department.